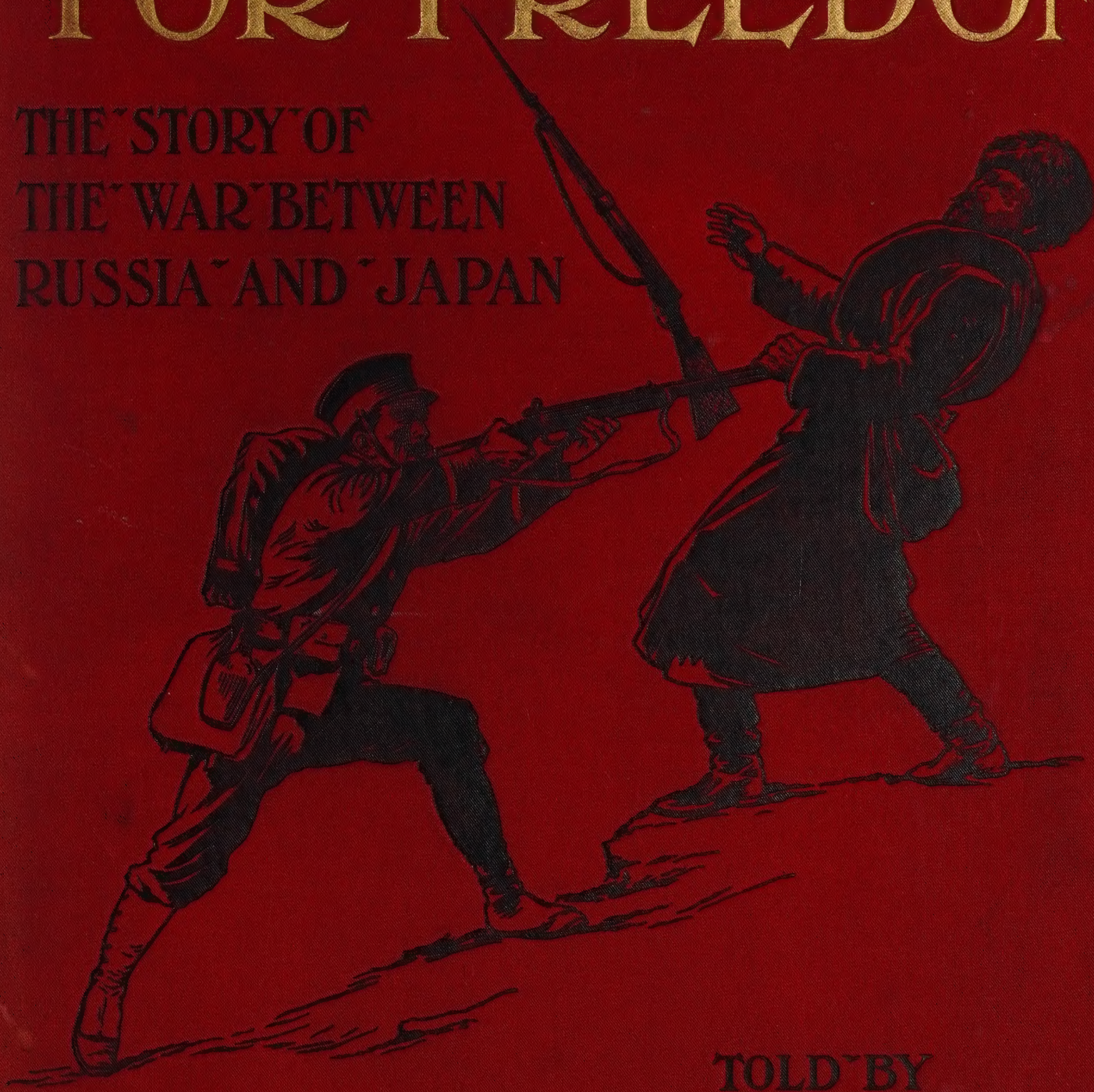
JAPAN'S FIGHT FOR FREEDOM

THE STORY OF THE WAR BETWEEN RUSSIA AND JAPAN



TOLD BY
H. W. WILSON,
THE AUTHOR OF
"WITH THE FLAG TO PRETORIA"

JAPAN'S FIGHT FOR FREEDOM

A TERRIBLE MOMENT IN THE SIEGE OF PORT ARTHUR.
Drawn by Ernest Prater.

JAPAN'S FIGHT FOR FREEDOM

The Story of the War Between Russia and Japan

By H. W. WILSON, M.A.

Author of "With the Flag to Pretoria," "Ironclads in Action," &c., &c.

ILLUSTRATED WITH MANY PHOTOGRAPHS TAKEN ON THE FIELD OF BATTLE AND AUTHENTIC SKETCHES BY FAMOUS ARTISTS.

VOL. I.

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THE MEANING OF THE WAR.

THE issue of the first six months of the war in the Far East may be said to mark a turning-point in the history of the world.

For the first time within the recollection of men, an Asiatic Power is facing a European Power of the very first rank, and facing it with complete success. So far the record of the conflict has been a continuous record of Japanese victories, unbroken by any serious disaster, except, perhaps, the loss of the *Hatsuse*, which, however, must be regarded as an accident, seeing that it was caused by a distinct breach of the laws of war as hitherto understood.

At sea, Japan has twice defeated the Russians in actions on blue water, though on neither occasion was her victory complete or decisive. At Round Island, Admiral Togo met the Russian battle-fleet sallying from Port Arthur, inflicted on it severe losses, scattered its ships, and drove several of them into neutral ports, where they have been disarmed, and will be detained till the close of the war; while he compelled the bulk of the fleet to return to the port from which it had striven to escape, and in which its presence means a heavy consumption of food and coal, thus embarrassing the garrison and limiting the resistance of Port Arthur.

In the battle of the Korean Straits, Admiral Kamimura met the Vladivostock squadron, sank one of its best ships, and inflicted terrible loss and damage on the other two. In the actions off Port Arthur the Japanese have invariably held the upper hand, though the damage which they inflicted has proved capable of repair with the means at the disposal of the dockyard authorities in Port Arthur; and the Russian battleship *Petropavlosk* is the only large ship in the Port Arthur force which, up to the date of writing this preface, has been completely destroyed.

On land, Japan has surprised even those who realised her great qualities. Few thinkers anticipated her complete success, unless the Siberian railway broke down. But, far from breaking down, the Siberian railway has surpassed all anticipations and calculations; and a steady stream of picked troops has flowed from European Russia to the Far East. Yet, notwithstanding this, Japan has been able to put into the field an army which has not only besieged Port Arthur, and delivered assault after assault upon that great fortress, but has also proved its high fighting quality by forcing a Russian force of over 200,000 men to retreat from Central Manchuria. At the Yalu, at Nanshan, at the Motien, at Wafangkou, at Tashichao, at Haicheng, and at Liaoyang the Japanese have invariably beaten their opponents, and this though in many of these battles they have been positively inferior in force. The immense difficulty of transporting supplies, before they had captured the railway, limited the size of their armies; and thus they were not able in the first stage of the war, which closes as this preface is written, to achieve decisive results. "Only numbers can annihilate," and numbers on their side have been lacking.

But in the near future the numerical preponderance should pass to Japan. She hopes to place in the field 600,000 men by the close of the present year, and over 1,000,000 by the middle of next year. The strain on her finances and organising power will be great, but she has given such proof of genius, patriotism, and determination that she should be equal to the effort. Even the Russians are

now beginning to admit that her endurance and numerical strength have been grossly under-estimated. It is known that 700,000 Japanese volunteered to go to the front, so that, had her Government chosen, she could have fought this war without resorting to compulsion. With a gigantic force it will be possible for the Japanese generals to employ enveloping tactics, and to obtain decisive success.

There is only one element of danger. If Russia could regain command of the sea, disaster for Japan must result. And with the Baltic fleet in being, there is always the chance that it may be able to reach Far Eastern waters before Port Arthur has fallen, or before the Port Arthur ships have been destroyed or driven into neutral ports. For Japan, then, the destruction of the Port Arthur fleet is absolutely vital, and any sacrifices in accomplishing it would be justified. If the Port Arthur fleet were out of the reckoning, Admiral Togo would be free to fling himself with fury upon the Baltic fleet; and the despatch of that force to the East could only mean a fresh and terrible disaster for Russia.

To us, British onlookers, it appears that Japan must win, and deserves to win. She is fighting for a righteous cause, for her national independence. If defeated, she must cease to exist, and accept the miserable fate of a Finland or Poland. She is fighting in the cause of civilisation; for whatever nonsense is written about the "Yellow Peril," it cannot be denied by thinking men that she, rather than Russia, represents civilised ideas, the freedom of human thought, democratic institutions, education and enlightenment—in a word, all that we understand by progress. It is Russia who stands for barbarism and reaction; and while the great mass of the Russian army must be acquitted of any tendency to inhumanity, it has yet to be admitted that the Cossacks and certain of the Asiatic auxiliaries employed by the Russians in the field have shown at times grave disregard for the laws of war, and that outrages on their part have been far from uncommon. On the Japanese side, the war has been carried on with exemplary kindness and humanity to the Russians.

The faith and devotion of the Japanese people in this their hour of trial may well read Englishmen a lesson. An island state, Japan has made immense sacrifices to provide herself with a strong army. Her citizens have not shrunk from the burden of compulsory service when they felt it to be necessary for the safety of their fatherland. Taught from their earliest youth that their country has the first claim upon their lives, and that to her they owe a great duty, they have displayed a valour and devotion in the field which are not to be matched in the annals of any past war. It is perfectly correct and no mere figure of speech to say of a Japanese army that it enters the combat prepared to conquer or die. Of Japanese surrenders there have been none, even when the odds have been hopeless.

A people with this spirit of duty and devotion will go far; and whatever the present, the future is to Japan. The same intense earnestness which has given her victory in war will bring her success in the competition of peace. In commerce, as in battle, she will win, because she deserves to win, and because her citizens are not intent on bodily enjoyment or pleasure, but are swayed by a spiritual force such as moved the West and England in England's greatest days.

The victory of Japan is the victory of men who are prepared to die for great ideals; it is the triumph of character over brute force and materialism.

October 13th, 1904. H. W. WILSON.

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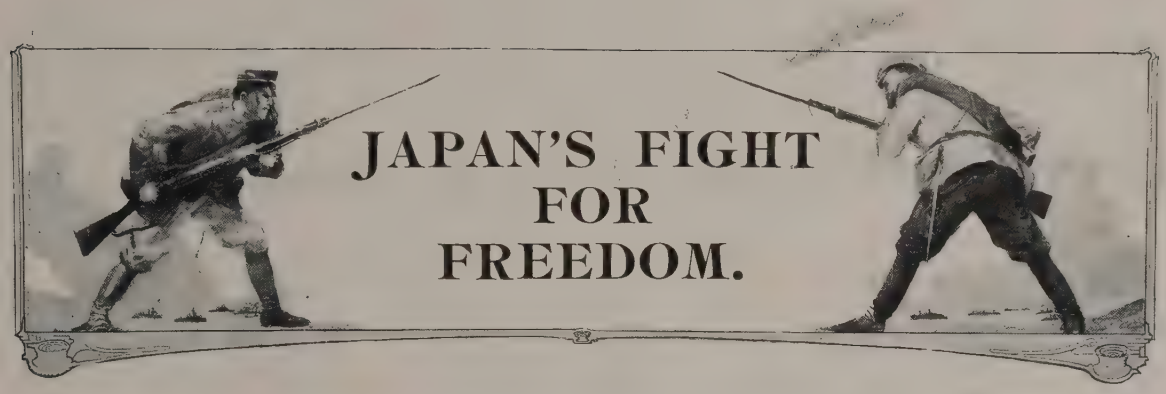
A RUSSIAN COSSACK. Drawn by Georges Scott.

WAR! AN ALLEGORY. Painted by R. Caton Woodville.

THE CENTRAL FIGURE REPRESENTS THE CHINESE GOD OF WAR.



JAPAN'S FIGHT FOR FREEDOM.

CHAPTER I.

THE COMING OF THE BLACK SHIPS TO JAPAN.

IT was upon a winter's day of 1853 that Japan was suddenly startled from her long seclusion of centuries—a seclusion in which she had dwelt as unconcerned with what was happening in the outside world as "a frog in a well," according to the Japanese proverb. But in that year the terrible event happened against which the wise among her people had warned her.

Over the grey sea into the exquisite Bay of Uraga came a procession of ships—ships with black sides, towering funnels, and immense paddle-boxes—with portholes in their sides through which peered guns of a size never before seen by man in this far-off island. On the decks of these strange craft, which seemed to the Japanese to be bearing to their shores beings from another world, walked huge creatures with red hair and long noses, like the demons at fear of whom every Japanese child shuddered. They had green eyes and a savage aspect; they were unlike anything the people had ever seen before, for the Dutch, who in those days did all the foreign trading with Japan, were shut up in one small factory, and not permitted to come near the sacred residence of the Tycoon, or Shogun, the city which is now Tokio, but which then was Yeddo.

A Fateful Visit.

As the ships drew near to the shore the fire-bells began to ring loudly, and at all the temples prayers were offered up to the gods of Japan for salvation from these terrible beings. For from their first paroxysm of terror the intelligent among the Japanese—and almost the whole people was intelligent—understood that the strangers were irresistibly strong. Vague stories had filtered through the Dutch settlement of the strange weapons and crafts of that outside world—stories that seemed like fairy-tales, but which yet impressed this people with a sense of its helplessness face to face with the witchcraft of

First Russian Alarm.

[Drawn by Charles Dixon, R.I

THE RUSSIAN FLEET IN PORT ARTHUR 1904 BEFORE THE OUTBREAK OF WAR.

JAPANESE RECRUITS IN **1894**. DRAWN BY A JAPANESE ARTIST.

the West. Dimly men remembered how fifty years before a Japanese student had told them that to the north of them dwelt a people called the Russians, who would draw ever nearer and nearer, and had urged them to build black ships like this people, and to erect batteries round their coasts. And in due course the Russian ships had appeared from time to time, and then their visits had ceased. It seemed to the Japanese that the danger had passed, and that they could rest secure in their isolation, happy in their primitive and joyous mode of life. They ordered that all foreign ships drawing near the coast should be fired upon, and even the white men who were from time to time wrecked on the islands were harshly treated, that they might have no desire to return.

Commodore Perry's Demand.

So things had gone for a half century. But now in a moment Japan had lost her seclusion. It was the American Commodore Perry, with four ships and 560 men, who had accomplished the change, and he came to demand satisfaction for the ill-treatment of certain American sailors. There was no putting him aside with threats or vague talk ; and agitated councils

JAPANESE TROOPS MARCHING THROUGH TOKIO, **1904**.

were held by the Japanese as to what was to be done. The people were divided amongst themselves. The islands were cut up into hundreds of petty states, governed by nobles, or daimios, who out of their revenues maintained fighting squires, or samurai. It was as in the England of the day of Stephen or John, except that the Japanese had learnt the use of firearms. But now, for the first time within the memory of the people, a great danger threatened from without; and they rallied as one man to their Emperor, who for generations had been virtually deposed by the Tycoon, or hereditary General-in-Chief of the Japanese Army, and made a puppet in the Tycoon's hands. The cry in all mouths was: "Revere the ruler—expel the foreigners!" But the question was—how to expel these formidable aliens?

COSSACK OUTPOST PROTECTING THE MANCHURIAN RAILWAY. [Drawn by W. B. Wollen.

The vigilance required to protect this single line of railway is very great, as Japanese engineers disguised as coolies will make every attempt to cut and destroy it.

Many plans were mooted at the anxious councils. Some were for fighting then and there, in the temper of men who go to a hopeless death, but who are prepared to die because they believe it to be their duty. Others were for fighting if only that the people generally might learn the uselessness of all resistance Others, again, were for a policy of craft—admitting these horrible strangers, studying their ways and magic, and then turning the weapons of the West against the West. Yet others—but these a very small minority of gifted and enlightened men—were for frankly accepting the new situation and becoming Western, since the West was all-conquering.

JAPANESE BATTLESHIPS AND CRUISERS BUILT IN GREAT BRITAIN.

"MIKASA." (Barrow)	"TAKASAGO." (Elswick)	"ASAMA." (Elswick)	"SHIKISHIMA." (Thames)	"FUJI." (Thames)	"ASAHI." (Clyde Bank

Eighteen out of the forty-six battleships and cruisers which Japan possessed at the beginning of the war with Russia were British built.

There is no need to recapitulate what happened. The two last parties predominated, and treaties were made with the various Powers, opening the ports of Japan to the "hairy strangers." The word went forth that everything must be changed—that all that was old and dear to the Japanese must go. The feudal sovereign must give up his sovereignty; the samurai, or retainer, must lose his martial privileges; the people must accept innovation or perish. And all classes rose to the immensity of the sacrifice. "Changes came as great earthquakes came—the transformation of the daimiates into prefectures, the suppression of the military class, the reconstruction of the whole social system." We who have seen the storm evoked, the fearful pictures conjured up, at the bare suggestion of an alteration in our fiscal system, can imagine what meant this upheaval to a primitive race.

Japan Opens the Door.

But the Japanese were a people schooled from their youth to devotion and self-sacrifice, and when they were told by the wisest of their wise men that they must accept the changes or perish, they accepted them with a dim terror at heart, as of a child who goes out into the blackness of night foreboding fearful things. To the men of the soldier class—the samurai—it seemed that their country must be wholly at the mercy of the stranger till such time as she had learnt the foreign arts. And a great and passionate desire filled them to lift her up from this place of subjection, to regain for her her glorious independence, to save all that was best and noblest in her old life of abnegation and poverty, and to build upon this foundation a new structure.

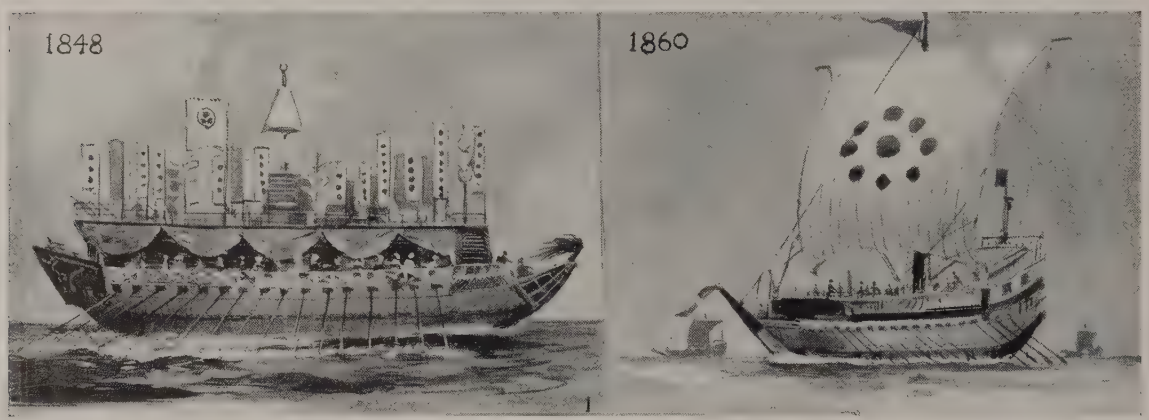
They were equal to the occasion, for they had learnt from boyhood upwards to think nothing of themselves or of their own lives and well-being. They were inured to Spartan discipline. As children, they were compelled to go alone at midnight to the execution ground, and fetch therefrom malefactors' heads, that no dread of the sight of blood or the dead might possess them. They were fed lightly; and when the weather was cold were bidden to plunge their arms in ice or water, or their bare feet in the snow. They were shown the use of the small sword always in their girdle, and

The Samurai.

THE HERO OF THE DAY: ADMIRAL TOGO.

Admiral Togo is in command of the Japanese Fleet which has already crippled the Russian Navy. He is a great fighter, and a man of striking initiative. He is the Captain Togo of the Chino-Japanese War (see page 19.) He received his early naval education on the English training-ship the "Worcester."

the function of which was to cut out their own bowels whenever the code of Japanese honour demanded it. There are many tales of the devotion of the young samurai, and one of the strangest is that of a youth who was asked by a prince: "Is that really the head of your father?" The newly-severed head was placed before the child, and he saw forthwith that it was not his father's. Yet, had he given any sign that the prince had been misled, his father must have been in deadly peril. The lad "saluted the head with every sign of reverential grief, and suddenly cut out his own bowels." On this the prince was convinced; the father escaped; and the child obtained an immortality in Japanese verse.



THE NAVY OF OLD JAPAN.

1848: Japanese War-galley. 1860: War-galley of the Prince of Wasima.

So the young samurai grew to manhood, fearless, revering only the gods, and believing with his whole heart that man should always do his duty, whatsoever the consequences. Cold and heat were nothing to him; he could march through the mountains forty miles a day; pleasure was nothing, he hardly knew the meaning of the word. Life was a terribly earnest thing; and when his prince ceased to have any claims upon him—when the princes were abolished—he transferred his soldierly devotion to his nation. It mattered little to him that he lost everything by the change, or that wealth and an honoured position were taken from him; he accepted it because of his teaching, and went out into the world to make his way.

First Impressions of the Japanese.

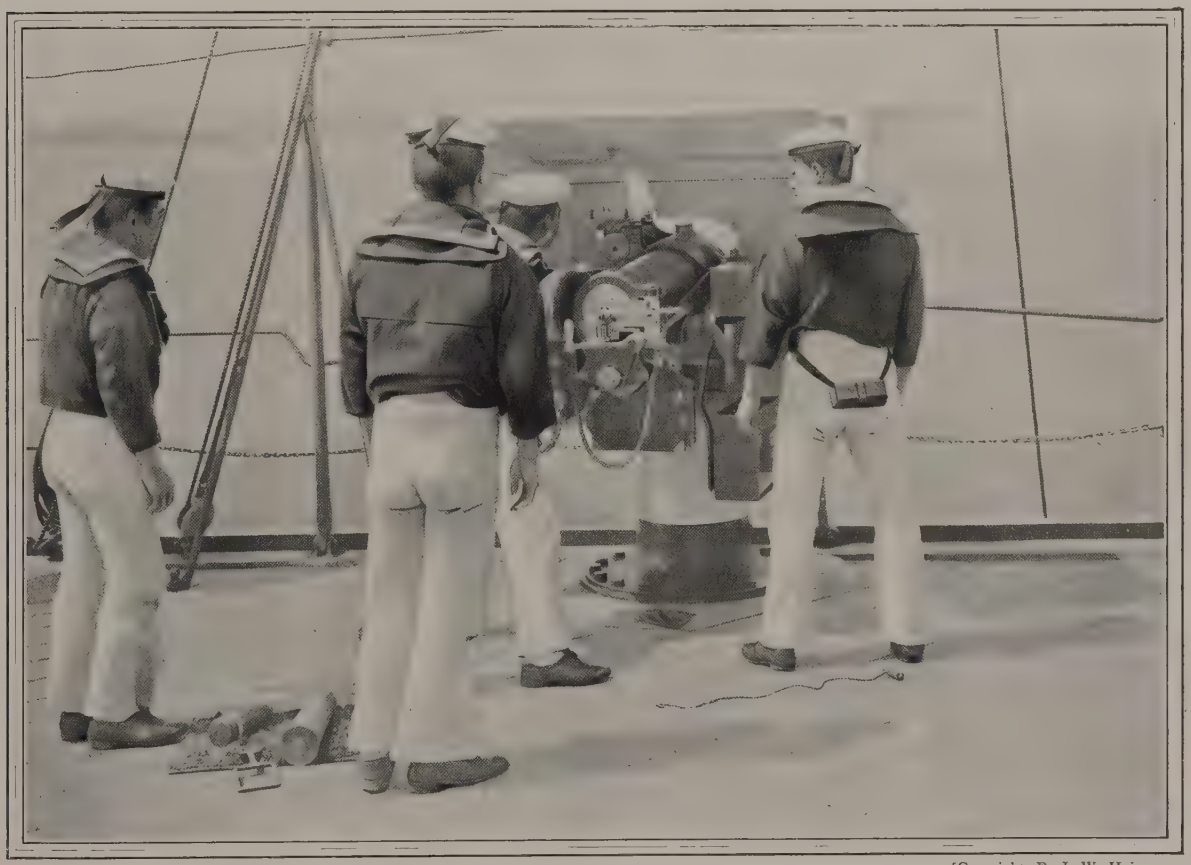
If the foreigners who first landed in Japan made upon the Japanese a strangely repellent impression, quite otherwise were the impressions of the first Englishmen who saw this richly-favoured island group. Coming for the most part from China, the first Englishmen to visit the land were struck, "not by the similarities, but by the violent contrasts which the two peoples presented. These visitants had left behind them filth and squalor; they met cleanliness and tidiness of an extreme type. They left behind vagueness of thought, slovenliness of action, and they encountered pedantic precision. They left behind them indifference and stolidity, with ignorance cherished as a proud possession; and they encountered a keen and intelligent appetite for knowledge. These features met the stranger before even his ship had cast anchor or he had set foot on shore. On entering the inner harbour he would see boats full of men, who looked like women, pushing off to his ship; and then a posse of officers, each armed with two sharp swords, would come on board. They, by means of a very imperfect interpreter, would at once ply the master with questions on every conceivable subject, as if he were competing in an examination on universal knowledge. The tedious catechism, with its admixture of seeming frivolities, would have been exasperating but for the imperturbable suavity of the catechists. Every answer was promptly yet deliberately committed to writing. Such was and is the custom of the race.

Japan and Western Ideas.

What was happening was that the Japanese were endeavouring to find out the secret of Western success. They imported Western teachers; they studied Western books; though for generations they had forbidden their youth to travel, they began to make journeys to foreign lands, to see the strange ogres in their own homes. And the Westerners looked down upon them with indulgent contempt; they had a "veneer of civilisation"; they were "mere copyists"; they could "imitate, and nothing else." The Japanese did not disabuse them; only they went on quietly acquiring

knowledge, studying the strangers, and, above all, striving to obtain the military strength without which they saw that they could not remain independent. For they had come to believe, after seeing something of the West, that its only law was force; that it cared for no people so long as that people was weak; and that the one way to win its respect was to be strong and bold.

The progress of Japan in the arts of the West was checked from time to time by outbreaks of disorder. There were moments when even the samurai could not brook the haughty insolence of the Westerner, and when they drew on him their sword. Epidemics of assassination occurred, in which the victims were always Westerners who had wittingly or unwittingly offended against the customs of the Japanese. Then came two civil wars, the first in the first year of Meiji, or the epoch of enlightenment, from which modern Japan dates her history, 1867. Through the winter of 1867-8 the two parties—the one of progress and the other of reaction—fought fiercely; but the party of progress prevailed. A second and as fierce rebellion occurred in 1877, when the men of the Satsuma clan, the very flower of fighting Japanese, and now armed with rifles and modern cannon, rose against the Emperor. In that short war one third of those who fought were killed or wounded, so hotly was the issue disputed. But the conflict finally and for ever broke the power of the clans or daimiates, and made the Emperor supreme. Henceforward the internal peace of Japan was untroubled, and she was free to press forward along the path of Western progress.



[Copyright, R. J. W. Haines.
JAPANESE USING A QUICK-FIRING GUN ON THE ARMOURED CRUISER "ASAMA," BUILT AT ELSWICK.

In her advance she was guided by Ito Hirobumi, a samurai of the Choshiu clan, and now the far-famed and honoured Marquis Ito. As a boy, he learnt English and studied Christianity; and when he came to realise more clearly even than his countrymen the terrible nature of the power that the strangers possessed, he feared for the future of Japan. It seemed to him that she must lose her independence, and pass under Russian or English sway. He boldly expressed his belief in the need for yet bolder innovations, and for this was obliged to leave his country. Shipping as a seaman before the

The Marquis Ito.

[Drawn by Ernest Prater.
RUSSIAN TROOPS EMBARKING AT ODESSA FOR THE SCENE OF WAR.

mast in a British vessel, he took refuge in London, and there began to understand the ways of the West as had no Japanese before. "Slowly a purpose shaped itself in his mind—a purpose which was to make him in after years a leader and teacher—to strive with all his might for the conservation of all that was best in the ancient life, and fearlessly to oppose further introduction of anything not essential to national self-preservation." Finally he was recalled and made one of the Emperor's chosen advisers.

His purpose he has now fulfilled. Happy, indeed, was Japan that in the hour of her trial she found such a guide.

The New Japan.

Railways, telegraphs, roads were built; all the Western appliances were obtained; arsenals and workshops were established; and, rightly seeing that education was at the root of everything, the Emperor and his advisers made it universal and compulsory. A university was established at Tokio; the calendar was Europeanised; an Imperial post was established; newspapers were permitted to exist, and granted great freedom of criticism. The Government was remodelled after the pattern of Europe, first with a deliberative assembly, under the absolute Emperor, who was not only the ruler by Divine right, but also was regarded by the Japanese as himself the very Son of God, and the embodiment of all that was dear and sacred in their past. Then, finally, the great plunge was made, and democratic government under a constitution with a parliament was conceded. At each change it was as though a limb had been lopped away, yet the nation gained rather than lost by the amputation. The surgery was bold and wise. Japan began to gather strength, and the first sign of this was that her progress inspired uneasiness in Russia.

Japan Studies Naval War.

In 1863 she had sent officers to Holland to study naval war. About the same time emissaries visited France, then held to be the leading military nation of Europe, to examine into the French Army and obtain instructors. A warm friendship united England and France at that date—a friendship which has happily returned after many years of estrangement—and both watched sympathetically the advance of this gifted people. From England naval advisers were obtained, among them officers such as Admirals Ingles, A. K. Wilson—now in command of the British Home Fleet—and Douglas, who were masters of their profession, and who willingly placed their knowledge and experience at the disposal of the Emperor's Government. Japanese naval cadets were sent to England by the permission of the British Admiralty, and in 1870 many Japanese officers were serving in our ships.

The new Navy thus grew up, as it were, the child of the British Navy. It inherited its great traditions without its obsolete prejudices; it reflected the spirit of Nelson, and learnt from his successors that victory is only to be won by perpetual effort. Even in the early days of the Japanese Fleet, acute observers among the British officers prophesied that the child would be worthy of the parent. The material upon which the teachers had to work was of the best. The Japanese officers came from the great Satsuma clan, which has always been famous for its heroic courage; the men were quick, intelligent, educated, obedient. No charge of want of courage or dishonourable conduct was ever brought against any of the Japanese personnel.

Japan's First Navy.

The first ships acquired by the Japanese Navy were feeble little craft compared with the monsters which to-day fly the flag of the Rising Sun. The first ironclad was the STONEWALL JACKSON, built for the luckless Confederacy, and purchased from the United States in 1866. Originally named the STONEWALL JACKSON, she was rechristened the ADZUMA. Then, in 1877, a small ironclad—for Japan was very poor—was built in England—the FUSOO, which fought at the Yalu. She was followed by the small ironclads KONGO, HIYEI, and RIOJO—all launched before 1880, and all long since obsolete. A few years later Japan purchased two powerful cruisers, the first vessels of her modern fleet—the NANIWA and TAKACHIHO, which did splendid service in the war with China. Then came a large programme of cruisers built in France; and in 1890 the Government laid before the Japanese Parliament a considerable naval programme, including some first-class battleships—ships of a type which hitherto Japan had been without. Great foresight was shown in bringing forward this programme, for had it been sanctioned Japan would never have had to submit to the humiliation of 1895, when she was driven out of Port Arthur. But the Japanese Parliament thought itself wiser than its advisers, and declined to vote the necessary funds.

As the years went on, the Japanese under their English tutors acquired the art of working their ships, and began to feel that they no longer stood in need of tutelage. One by one they dispensed with their foreign instructors, not ungratefully, for they fully recognised their debt to those who had served them unselfishly and faithfully, but because they were determined to be able to stand by themselves. They trained their captains to handle their ships without assistance; their admirals gained experience in manœuvring fleets, though as yet the fleets were small; their engineers proved their capacity to get the utmost out of the machinery of their new cruisers. There were some mischances at the outset, as was only to be expected. Once a fast ship was set steaming,

[Drawn by John Charlton.
THE EYES OF THE JAPANESE ARMY: CAVALRY SCOUTING.

GENERAL KUROPATKIN,

Late Russian Minister of War, now Commander-in-Chief of the troops in Manchuria. The general was Skobeleff's lieutenant. Is the Russian Kitchener.

and those in charge of her were for some time unable to stop her. But the Japanese learnt wisdom from their very mistakes, and among the officers of the British Navy the value of their fleet was quickly recognised. Outside our Navy they were regarded as "monkeys," or spoilt children, with a spirit of contempt, from which there was soon to be a rude awakening.

The Japanese Army.

The progress of the Japanese Army was similar in all respects to the progress of the Japanese Fleet, except that the Army was drilled by Germans and pervaded by German ideas, after the collapse of France in 1870. Compulsory service was introduced, and the young Japanese were taught from youth up what the samurai had learned, that their first duty was not to themselves but to their country, and that for her they must be prepared to give everything, even life itself. A strangely heroic temper filled the people, and in their bitter poverty they stinted themselves of farthings that their Navy and their Army might not lack anything. The Army, like the Navy, was small at first, but it was excellent; its officers came from the other great Japanese clan, the Chioshu, and were as brave and intelligent as the Satsuma men who filled the ranks of the Navy. Tactics and weapons were the best that Europe could supply, and from their German instructors the Japanese early learnt the all-importance of thorough preparation for war, and of knowledge of their possible enemies. They saw that numbers were useless without organisation, as the example of China showed, for she had numbers, but not organisation. With a fast-growing population, which in 1890 numbered something over 40,000,000, the Japanese did not want men, and with organisation and the Western spirit, they felt that they could take a proud place in the world.

Wealth came to them but slowly. The highest capacity in the country was engaged in organising, in the Army and in the Fleet, so only the second best went into commerce. Yet even here the development and expansion were astounding. Cotton mills arose as if by magic, and began to pay high dividends; a large steam-shipping appeared, and in trade within their own gates the Japanese, by the fact that they were ready to work for infinitely less than the Westerner, speedily supplanted him. The exports

[Drawn by Henri Lanos.

CONSCRIPTION.—DRAWING LOTS FOR MILITARY SERVICE IN RUSSIA.

When there are more men in a district than are required for military service lots are drawn to decide who shall serve. The lottery-wheel is shown above. Those who draw "lucky" numbers are exempt.

and imports of the country rose by leaps and bounds. The exports were but £3,800,000 in 1874; in 1894, the year of the war with China, they had risen to £11,000,000. In 1900 they had doubled once more.

LIEUTENANT-GENERAL TERAUCHI, JAPANESE MINISTER OF WAR.

Studied military science in France. Has been Director of the Japanese Military University. Was decorated for service in the China War.

CHAPTER II.

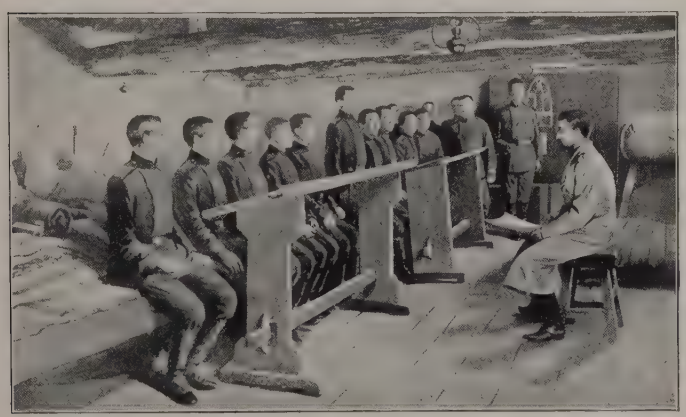
THE JAPAN-CHINA WAR.

ALL through these early years the danger from Russia continued, though at that time the Japanese feared England nearly as much, since she was the Power with which they had most to deal. In 1861 a Russian naval force appeared at the island group of Tsushima, in the Straits of Korea, a group romantic in its sequestered beauty, and containing superb harbours, in one of the finest strategic positions in the world. The Russians, who had but lately seized Vladivostock, having wrested that place from the inert hands of China, had already discovered that its harbour was frozen over in the winter, and had determined to acquire some ice-free port in more southerly latitudes. This, then, was the opening of Russia's forty years' struggle for an open water port in the Far East, and the first serious admonition to Japan of what was to be her great future danger. The Japanese applied to the British naval commander, and he, by dint of some persuasion, succeeded in inducing the Russians to withdraw from Tsushima. But the incident led to some unpleasantness between Russia and England.

Danger from Russia.

When the Russians evacuated Tsushima, they called upon the British Government for a declaration that it would never seize these islands, which drew from that Government a reminder that it had proposed some time before to make a treaty binding England and the other Powers under no circumstances to acquire or annex territory in Japanese waters. Notwithstanding these experiences, the Russians at Vladivostock, being now near neighbours of Korea, began to turn their eyes to the superb ports which abound on the Korean coast, and from about 1870 onwards caused the Japanese great anxiety. Japan, realising that it was hopeless for such a weak Asiatic State as Korea to withstand Russia, strove to induce the Koreans to reform, and to make the same changes as Japan had made.

Japan and Korea.



Drawn by F. C. Dickinson] [From a photo by the "Topical" Press Agency.

A RUSSIAN UNDERGROUND MILITARY SCHOOL IN MANCHURIA.

These efforts, however, were quite unsuccessful, though even at this early date they aroused the jealousy of China. In 1873 the Japanese were compelled to invade Formosa, then nominally under China, as the Formosans had ill-treated the crew of a Japanese ship, and no satisfaction was to be obtained. The Chinese, however, were induced by England to meet the Japanese demands, but only grudgingly and late.

Meantime, to the north the Russians

A BIRDSEYE VIEW OF THE SCENE OF WAR, 1894 & 1904.

JAPAN'S DECLARATION OF WAR.

"We, by the Grace of Heaven, the Emperor of Japan, seated on the Throne occupied by the same dynasty from time immemorial, do hereby make proclamation to all our loyal and faithful subjects as follows:

"We hereby declare war against Russia, and we command our Army and Navy to carry on hostilities against her in obedience to duty and with all their strength; and we also command all our competent authorities to make every effort in pursuance of their duties and in accordance with their powers to attain the national aim, with all the means within the limits of the law of nations."

RUSSIA'S REPLY TO JAPAN.

"We proclaim to all our faithful subjects that in our solicitude for the preservation of that peace so dear to our heart, we have put forth every effort to assure tranquillity in the Far East. . . . .

"Without previously notifying that the rupture of such relations implied the beginning of warlike action, the Japanese Government ordered its torpedo-boats to make a sudden attack on our squadron in the outer road of the fortress of Port Arthur. After receiving the report of our Viceroy on the subject, we at once commanded Japan's challenge to be replied to by arms.

"While proclaiming this our resolve, we . . . invoke God's blessing on our glorious forces of the Army and Navy."

drew nearer and nearer, with a slow, imperceptible, glacier-like advance, which caused ever-increasing apprehension in Japan. In 1875 the Japanese were compelled to cede to Russia the south of the Island of Saghalien, receiving in exchange the worthless Kurile Islands.

Russian ships appeared in the Korean harbour of Port Lazareff, surveyed it, and seemed to be on the point of seizing it. In 1876 the Japanese concluded a treaty with the Koreans of friendship and amity, by which they hoped to be able to meet the Russian designs. In 1882 there was one of the usual palace plots in Korea, and a savage mob was turned loose on the Japanese Legation, as the result of which a number of Japanese were killed. It has always been suspected, though there is no positive proof, that Russian agents caused the affair. The Chinese, who claimed the suzerainty of Korea, foreseeing that the Japanese would be driven to intervene, on this landed a force, seized the Korean Emperor, and compelled him to give guarantees for his good behaviour; and in 1885 the Japanese concluded with China a treaty by which both Powers pledged themselves not to send troops to Korea without the other's consent. In that same year the British Government had difficulties with Russia over the Afghan frontier, and, being informed that Russia intended to seize the island of Port Hamilton, off the south of Korea, forestalled the Russians by taking possession of it before they could arrive. But two years later, when solemn pledges were given by Russia that she "would not occupy Korean territory under any circumstances whatever," the British flag was hauled down.

[Drawn by G. Amato.

JAPAN'S TWO NEW WARSHIPS.
These are the "Kasuga" and "Nisshin," purchased from the Argentine, and built at Genoa. They were painted a dark grey for the voyage to the Far East from Genoa, where they were sketched.

Russia's March on Korea.

This incident made a great impression on the Japanese. Hitherto they had been inclined to regard England with almost as much suspicion as Russia, but now they saw that it was true that the British sought to acquire no territory in their waters. From that date on they began to think of England as a

friend rather than as an enemy. On the other hand, the Russian advance continued steadily. Russian consuls were appointed to Korean towns where not a single Russian had ever been seen within the memory of man. Russian telegraphs entered Korea; and all the machinery of acquisition was set to work. At each forward Russian step the terror of Japan grew. Korea was absolutely vital to her; with it in the hands of a strong and aggressive power, such as Russia, she felt that her independence was doomed. She therefore, in the nineties, determined to take fresh steps to bring about Korean reform, and to induce the corrupt and incapable Korean Court to mend its ways, before the Russian railway across Siberia, began in 1891, should be complete.

Some have ascribed to a fresh Russian intrigue the events which precipitated the war of 1894. In the spring of that year an insurrection broke out in Korea, and the Korean Government at once applied to China for asssistance. A large party in China opposed sending assistance, not so much because of the treaty with Japan, but because it was feared that Russia or some other European Power would use any Chinese movement as a pretext for interference. But finally a force of Chinese troops, 2,500 strong, was despatched, and Japan was informed of the action. The

The War of 1894 Begins.

[Drawn from a Sketch by Paul Thiriat.

A WAR CORRESPONDENT ARRIVES AT SEOUL—KOREA'S CAPITAL.
The two men on the right are Korean Guards in their new uniform

Japanese had been embittered by the contemptuous manner in which they had been treated by the Chinese, and by the fact that the Chinese Government had barbarously murdered a Korean exile of strong Japanese sympathies; they were sick, too, of the misrule and anarchy of Korea. So they despatched a strong Japanese force to Korea, simultaneously with the Chinese expedition, and the Japanese force marched swiftly to Seoul and camped near that city. Then the Japanese proposed to China that, as the sole safeguard against Russia in the future, Japan and China should take in hand the regeneration of Korea.

But the Chinese at this date were too pleased with themselves to think that any regeneration was necessary in a State which so closely resembled China. They despised the Japanese as "Yellow Dwarfs," and as traitors to Asia. The question at issue was really whether Japan should civilise Korea, or whether China should preserve barbarism there. It could only be answered by war, and war speedily came as the result of an act of Chinese treachery. Without giving any warning to Japan, the Chinese Government sent

more troops into Korea overland, and also began to ship them by sea, against the earnest protests of Li-Hung-Chang, the old Chinese statesman.

The Japanese had taken their precautions, and knew exactly what China was able and likely to do. Their agents were everywhere in China, and had every Chinese secret in their keeping. Hence the Japanese Government was aware of the intended movements long before they were made, and took steps to meet them. On July 23, 1894, the Japanese at Seoul seized the person of the Korean Emperor, as they had received information that China intended war. Two days later the First Division of the Japanese Fleet, under Rear-Admiral Tsuboi, consisting of the cruisers YOSHINO, NANIWA, and AKITSUSHIMA, the three fastest vessels in the Japanese Navy at that time, arrived off the Korean port of Asan. As they drew near the low, rocky islands of that difficult coast, they saw two Chinese warships, the *Tsi Yuen* and *Kwang Yi*, steaming towards them. The Chinese ships did not salute, but cleared for action, and a few minutes later suddenly fired on the Japanese, using guns and torpedoes. The Japanese had probably been prepared for such a reception, if they did not themselves, as is alleged by the Chinese, open fire first. They retaliated with some terrible broadsides, which took all the fight out of the two Chinese ships.

Naval War Between Japan and China.

The *Tsi Yuen* was struck in various parts by Japanese shells, and her deck cleared of men. Her conning-tower was pierced, her gun-turret riddled, and huge holes were blown in her sides. The big guns were jammed; the officers working the ship were killed or mortally wounded. She hoisted the white flag and Japanese colours as a sign that she had struck, when the Japanese, without troubling to take possession of her, turned to attend to the *Kwang Yi*.

Japan's Victorious Navy.

But just as they turned the *Tsi Yuen* made a bolt for freedom, and, notwithstanding the white flag, put on all steam and ran for the nearest Chinese harbour—Wei-hai-wei.

The Japanese seem to have been so surprised by

[Drawn by R. Caton Woodville.
RUSSIAN ARTILLERY ON THE MARCH IN MANCHURIA.

her action that they did not for some minutes pursue. But then the YOSHINO went in chase of her. and followed her for some miles, but without overtaking her.

As for the *Kwangi Yi*, that little vessel was speedily compelled to run ashore, when the Japanese torpedoed and destroyed her. A third vessel, a small despatch-boat, was also caught by them and taken. Thus war had begun, and in the very first action the Japanese had scored an important success, sinking one Chinese ship, capturing another, and inflicting on a third such damage that she was not at sea again for another month. The daring of Japan created great astonishment throughout the world, for at that date China was supposed to be immensely strong, and the Chinese Navy very formidable. Like the Japanese Navy it had had the advantage of British instructors, and while the Japanese had no powerful armoured battleships, the Chinese had two. It was therefore supposed that Japan would be speedily crushed.

Names of the Fighting Ships.

[From a contemporary print.

JAPAN OPENS ITS DOORS TO THE WORLD.

Commodore Perry meets the Japanese Imperial Commissioners at Yokohama. "The rudimentary treaty he made was little more than a covenant to supply wood and water to needy ships, and to be merciful to their crews."

The following were the important ships on either side at that date:

JAPAN. PROTECTED CRUISERS:

YOSHINO, 23 knots, 4,150 tons; four 6in., eight 4·7in. quickfirers; coal capacity, 1,000 tons. Crew, 360.

AKITSUSHIMA, 19 knots, 3,150 tons; four 6in., six 4·7in. quickfirers; four torpedo tubes; coal capacity 500 tons.

NANIWA, 18¾ knots, 3,650 tons; two 10in., six 6in. guns; four torpedo tubes. Crew, 357.

TAKACHIHO, 18¾ knots, 3,650 tons; two 10in., six 6in. guns; four torpedo tubes. Crew, 357.

MATSUSHIMA, 17½ knots, 4,277 tons; one 12·5in., twelve 4·7in. quickfirers. Eleven inch armour on barbette.

ITSUKUSHIMA, HASHIDATE } as the "Matsushima," but with one less 4·7in. gun. Speed slightly less than the Matsushima

CHIYODA, 19½ knots, 2,450 tons; ten 4·7in. quickfirers. Armoured belt 4½in. thick.

These eight vessels, all cruisers, without any armour except on their decks, represented the whole modern fleet of Japan.

There were two old ironclads, of little value, the FUSOO and HIYEI, a number of other old ships, and eighteen good torpedo-boats. But it was held by naval authorities that this whole fleet could easily be destroyed by the Chinese ironclads.

[Drawn by George Soper from a photograph.

MAKING THE LINE BETWEEN SEOUL AND FUSAN, KOREA.

This line is not yet completed. It is subsidised by the Japanese, and it will connect the capital with the South Coast of Korea at Fusan.

The important ships of the Chinese Fleet were as follows, and all of them fought at the Yalu:

BATTLESHIPS:

Ting Yuen, *Chen Yuen* — each of 14½ knots, 7,430 tons; 12 to 14in. armour-plating on their guns and side. Four 12·5in., two 6in., ten smaller guns. Coal capacity, 1,000 tons. Two launching carriages for fish torpedoes.

King Yuen, *Lai Yuen* — each of 16½ knots, 2,850 tons; 7 to 9in. of armour; 8in. armour on their barbettes; two 8in., two 6in. guns. Coal capacity, 325 tons. One fixed tube for discharging fish torpedoes, three launching carriages for fish torpedoes.

CRUISERS:

Ching Yuen, *Chih Yuen* — each of 18 knots, 2,300 tons; three 8in., two 6in., seventeen smaller guns; 10in. armour on barbettes. Coal capacity, 450 tons. Four fixed tubes for discharging fish torpedoes. Both ships were launched in 1886.

Tsi Yuen, 15 knots, 2,355 tons; two 8in., one 6in. gun. Protected steel deck 3in. thick. Crew, 180.

Ping Yuen, 10 knots, 2,100 tons; one 10in., two 6in. guns. 5in. armour on barbette, 8in. armour-belt.

Besides the above there were some old gunboats, and a dozen torpedo-boats. But the whole fleet was in wretched order, and was really no more than a paper force. After dismissing their English officers, the Chinese had allowed it to go to ruin, and it is said that some of the captains of the ships even went so far as to pawn their guns to raise money.

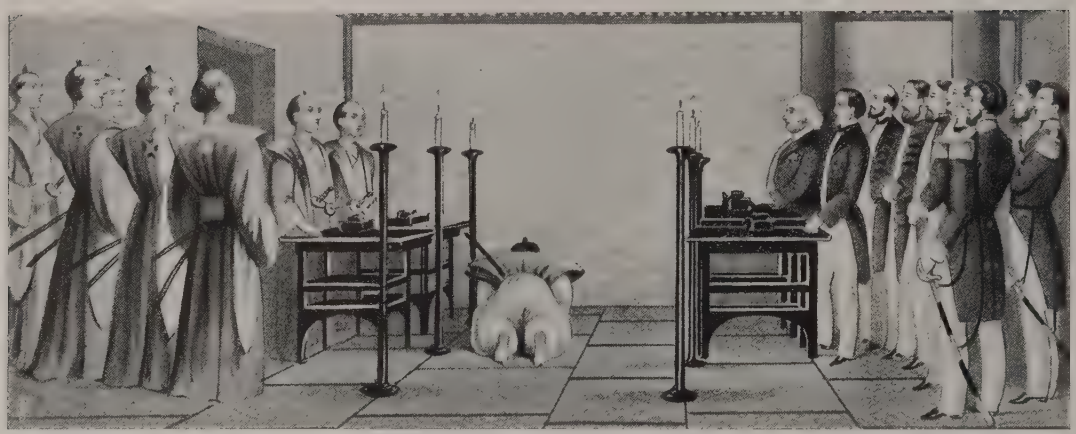
From stereographs, copyright Underwood & Underwood, London, & N.Y.

CHEMULPO HARBOUR, KOREA.

Taken from the Chemulpo Club. Here the Japanese landed troops en route to Seoul.

Captain Togo's Famous Action.

The second incident of the war, which occurred on the same day, was the fight between the cruisers of the two sides. As the NANIWA, Captain Togo, was coming back from the chase of the Chinese cruiser *Kwang Yi*, she sighted a large steamer making for Asan, and steamed towards her. The vessel flew the British flag, and was the merchant steamer *Kowshing*, employed as a transport by the Chinese Government, with a cargo of Chinese soldiers on board. The NANIWA ordered her to stop and anchor, and then sent an officer on board, who instructed her to follow the NANIWA to Japan. The English officers on board were ready to do this, but the Chinese soldiers would not permit them to obey, and seized the ship. After giving repeated warnings to



[From a contemporary print.

JAPAN OPENS THE DOOR TO GREAT BRITAIN—1858.

(1) The Interview between the Earl of Elgin and the Prime Ministers of Japan. "He hastened the entry of the Land of the Rising Sun into the family of nations."

them, the Japanese captain was obliged to fire at her. He could not send a boat and remove the Europeans, as his boat's crew would have been liable to be overwhelmed and murdered by the Chinese. The *Kowshing* sank at once, but, with great risk to the Japanese officers and men, most of the Europeans on board were rescued. The Chinese, as the ship sank, fired from her on the Japanese boats. Much indignation was caused at the time by false reports of this action in England. In it Captain Togo, the present admiral, behaved with the utmost humanity and consideration. In view of the fact that the Chinese would not surrender, and were prepared to fight to the death, he had no course but to sink the ship.

The events of this first day of war showed that the Japanese knew how to strike hard, and caused not a little surprise, though their astonishing superiority to the Chinese was as yet understood by but

(2) Exchange of Full Powers between the Earl of Elgin and the Japanese Commissioners.

"Within the short space of fourteen days from his arrival in the bay a treaty was concluded. . . Three of the chief ports of the Empire were opened to foreign trade within one year, and two more at later dates."

[Copyright Adelphi Press Agency.
DAMAGES TO THE SHIELD OF THE STERN FOURTH GUN OF A CHINESE BATTLESHIP, INFLICTED BY THE JAPANESE IN THE WAR OF **1894**. An official Japanese photograph.

few. They followed up their blows at sea with an energy and courage which were most impressive; 2,500 of the Japanese troops who had occupied Seoul at once marched south to attack the Chinese, who were entrenched at Asan. The march was difficult, for no transport was to be had, as the Chinese coolies decamped, leaving the Japanese without carriers. Delay occurred, and the commander of the Japanese advanced guard, Major Koshi, feeling that his honour was imperilled by the fact that his men had not moved faster, committed suicide. On July 28 the Japanese arrived in front of the Chinese, who were behind earthworks in a most formidable position. The Chinese were armed with magazine rifles and smokeless powder, whereas the Japanese had only single-loaders, so that the task of attacking was not simple or easy. It was decided to make a night assault, which issued in a complete victory and the capture of eight Chinese guns. The loss of the Japanese in officers was heavy, owing to the fact that they exposed themselves with the most heroic courage. Of the Chinese some escaped and marched round to the north of Seoul.

The Attack on Asan.

It was at Asan that the bugler Shirakami Genjiro met his death. He was sounding the charge for the final advance when a bullet passed through his lungs, throwing him down by its shock. A comrade, seeing him, as he thought, dying, strove to pluck the bugle from his hands to sound once more the charge, when Genjiro by a supreme effort raised the instrument to his lips, sounded the charge, and fell dead. He became the first hero of the war, and in the words of the fiery Japanese verse:

Comrade, beyond the peaks and seas,
Your bugle sounds to-day,
In forty million loyal hearts,
A thousand miles away.

An Heroic Bugler.

The spirit of Genjiro is the spirit of the whole of Japan. When presents were sent to his family by the Emperor, Genjiro's father answered in the temper of a Spartan: "We rejoice that our son has been loyal to Japan, even to the point of shedding his blood in defence of her honour."

Japan Mobilises.

And now the mobilisation began in Japan. War loans were raised by the voluntary effort of her people; societies were formed to nurse the wounded and supply comforts to the soldiers; crowds welcomed the men at every station, not

[Copyright Adelphi Press Agency.
DAMAGES TO THE STARBOARD QUARTER-DECK OF A CHINESE BATTLESHIP IN THE WAR OF **1894**. An official Japanese photograph.

with riotous demonstration, but with heartfelt prayers for the success of the gallant army that was going forth to fight in the cause of civilisation. The mobilisation proceeded with unexampled ease and celerity, and it soon became clear that the Japanese War Office had improved upon the lessons taught by the Germans in 1870. But when the army had gathered and stood ready to strike there came a lull. The world, which knew not, and was not permitted to know, what was happening in Japan, supposed that the Japanese mobilisation had collapsed. But really Japan was waiting to gain command of the sea.

IN THE HARBOUR OF PORT ARTHUR.
Here the Russian ships were torpedoed by the Japanese. The vessels in the photograph are those of the Manchurian Railway Co.

On August 10 Admiral Ito, the capable commander of the Japanese Fleet, who must not be confused with the Marquis Ito, suddenly showed himself off Port Arthur and Wei-hai-wei, the two great Chinese fortresses at either side of the entrance to the Gulf of Pechilli, and exchanged fire with the batteries. The Chinese Fleet, under Admiral Ting, displayed no wish to come out and fight; its ships lay within the anchorages sheltered by the powerful guns which the Chinese had mounted in these two positions. But while Ito was bombarding, and while Europe was complacently remarking upon his folly, the Japanese army was pouring in transports across the Korean Straits and landing in Korea.

The Battle of Phyong Yang.

At Chemulpo, at Fusan, at Gensan, the divisions were disembarking in silence and with celerity, and about mid-August they began to move swiftly north, converging upon Phyong Yang, where the Chinese army was in position, behind the line of the River Taidong. The Japanese had determined to cut off this force and to capture it by an attack in front, where two columns coming from the south were to threaten it, while a third from Gensan struck at the Chinese line of retreat. The Chinese were very strongly entrenched, and were about 12,000 strong, and they were better armed than the Japanese, though they were miserably commanded. On September 15 the battle began. The Japanese were in superior force, and displayed the utmost bravery. By nightfall the Chinese, utterly beaten, were in panic-stricken retreat, leaving behind them 2,000 killed and 600 wounded. The Japanese loss was only 633. With this action the campaign in Korea ended, and the Japanese were left in undisputed possession of that country. They pushed forward slowly towards the River Yalu, and made ready to enter Manchuria.

Naval Battle of the Yalu.

Learning that the Japanese were advancing in Korea, the Chinese woke from their slumber, and, much against his will, Admiral Ting, the commander of the Chinese Fleet, was ordered to convoy a number of transports to the mouth of the Yalu. He reached that river with his whole fleet on August 16, disembarked the men, and on the 17th was preparing to steam back to Port Arthur, when suddenly his look-outs reported thick clouds of smoke to the south-west. His fires were banked, so that he could not at once proceed at high speed, and his men were at dinner. But he stood slowly towards the clouds of smoke, and saw that they proceeded from the funnels of a large fleet which was moving towards him. The fleet was evidently the Japanese; it came on in

single line, maintaining excellent order, and at the sight of it Ting's heart must have sunk within him. For though personally brave, no man knew better the weakness of the Chinese Navy; its want of discipline; its deplorable gunnery; its peculation and corruption, which meant that ammunition would run short.

The Japanese Fleet, under Admiral Ito, had seen the smoke of the Chinese while scouring the Bay of Korea. Unfortunately, Ito had not expected to meet the Chinese Fleet at sea, as, after daring them to come out, off Port Arthur and Wei-hai-wei, he supposed them unwilling to fight. He had, for this reason, left behind him his torpedo-boats, and some useful fighting ships, while he had brought with him a number of vessels of very little value, an old gunboat, the AKAGI; an armed merchant steamer, the SAIKIO, and two very old and feeble ironclads, the HIYEI and FUSOO. But though he had not his full force, he rightly determined to fight then and there. He moved towards the Chinese, ordering his ships to clear for action as they drew nearer, and about 12.5 could make out the formation of the Chinese Fleet.

The Greatest Fight Since Trafalgar.

In a single line abreast were eleven warships, with the two big Chinese battleships in the centre. They approached at a very low speed, about nine knots, while the Japanese were steaming about ten. Ito ordered his two weakest ships, the AKAGI and SAIKIO, to leave his line, seeing that a trial of strength was imminent. His van was formed by the First or Fast Squadron, under Rear-Admiral Tsuboi, consisting of the cruisers YOSHINO, TAKACHIHO, AKITSUSHIMA, and NANIWA, all good for sixteen knots at sea. Then came Ito's flagship heading the Main Squadron, the MATSUSHIMA, followed by the CHIYODA, ITSUKUSHIMA, HASHIDATE, FUSOO, and HIYEI. The Fast Squadron headed at first for the enemy's centre, as if about to deliver a blow there, and then stood away for his starboard or right flank. The first shot in the greatest sea-fight since Trafalgar was fired by the Chinese about 12.50, at 6,000 yards. It fell short of the Japanese ships, which did not as yet trouble to reply.

ADMIRAL ALEXEIEFF REVIEWING RUSSIAN TROOPS AT PORT ARTHUR.

As the Fast Squadron swerved it increased speed, and, passing 3,000 yards off the Chinese flank, opened a terrible fire. For the first time in a battle at sea quick-firing guns were used that day, and their effect on the old Chinese ships was striking. Clouds of splinters flew from the targets: presently smoke began to

[From the Chicago "Tribune."

I. JAPAN TO THE GREAT BEAR:
"Twinkle, twinkle, little star! How I wonder what you are up to!"

pour up from them, and it was seen that the *Chao Yong* and *Yang Wei* were burning furiously. After the Fast Squadron came the Main Squadron and pelted them with shells; a dense cloud of smoke hung like a pall round the Chinese ships, while the Japanese, using smokeless powder for the most part, with the wind carrying their coal-smoke down upon the enemy, were subject to no such hindrance. The Chinese slowly turned, as the Japanese Fleet passed across their front, and attempted to cut off the weak ships in the Japanese rear, which were falling behind. So great was her danger that, to avoid being rammed, the HIYEI had to turn and charge straight through the Chinese line.

A Terrible Fire.

She passed close to their big battleships, and at short range received from them a terrible fire. Two torpedoes came hissing at her, and both missed her; but the projectiles from the heavy guns of the Chinese ships hulled her again and again, and had the Chinese ammunition been in good order she must have been blown out of the water. Even as it was she suffered severely. A 12-inch shell, weighing 725lbs., burst in the wardroom, where the wounded had been carried. The whole room filled with flame and smoke, and almost all those in it perished; another shell brought down her mizzenmast; and yet another exploded on deck and killed many of her gunners. On fire, and an utter wreck, she seemed in peril of capture, when the Fast Squadron came steaming up at its best speed to her help on one side of the Chinese Fleet, while on the other came the Main Squadron. Their approach saved the AKAGI and the SAIKIO, which were in as great danger as the HIYEI, and which had suffered very nearly as much damage.

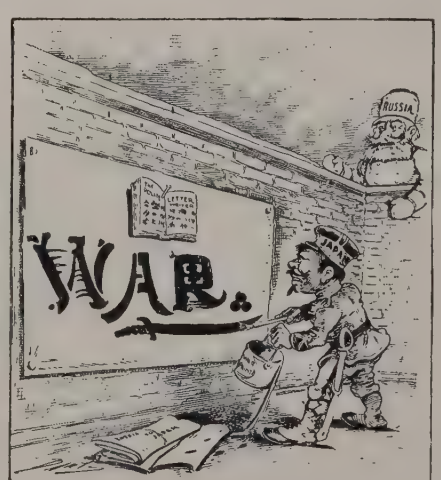
[From "La Reforme."

II. THE ARGUMENT.
Japan: "I say, that's my sister!" (Korea).
Russia: "Rubbish! She's my wife!"

Having caught the Chinese between two fires, the Japanese plied them with shot and shell. Smoke began to pour up from the hulls of two or three ships; both the big Chinese battleships were seen to be on fire; while on the left wing of the Chinese there was disgraceful cowardice, the *Tsi Yuen* bolting from the fleet and running for safety. The *Chih Yuen* also left the Chinese line, but not to run away. She dashed at the Fast Squadron and strove to ram the YOSHINO. The Japanese cruiser poured quick-firing shells into her, tore her side open on the water-line, set her on fire, wrecked her upper works, and sent her to the bottom, ere she could achieve her purpose—the first vessel in the fight to be sunk by gun fire.

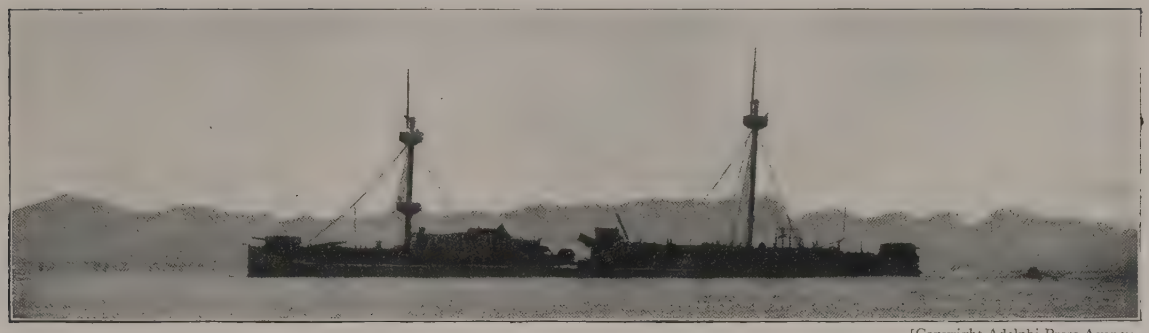
THE RUSSO-JAPANESE DISPUTE TOLD IN THREE CARTOONS.

Two other Chinese ships, the *Lai Yuen* and *King Yuen*, were now seen to be burning fiercely; it was the object of the Japanese to overwhelm them before the crews could extinguish the fires, and they rained



[From the "Minneapolis Journal."

III. JAPAN'S REPLY: "WAR!"



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THE GREAT CHINESE WARSHIP "TING YUEN," 7,430 TONS.

This vessel was damaged, as shown in the photograph, by the Japanese torpedo-boats, off Liukung Island in 1895. The photograph was taken by means of a telephotographic lens by the Japanese Ordnance Survey.

projectiles upon them. The *King Yuen* under this fire began to list over to port; the merciless shells struck her water-line, and the list increased, while the flames could be seen rising high from her hull. Then for a second her bottom showed above the surface; unmanageable, she whirled round like a stricken beast; her ram rose and stood straight up out of the water, and, with a roar like the explosion of a magazine, she disappeared in a cloud of smoke and flame, following the *Chih Yuen* to the bottom. The *Lai Yuen* had already retired from the line, and her crew could be seen attempting to get the fires on board her under.

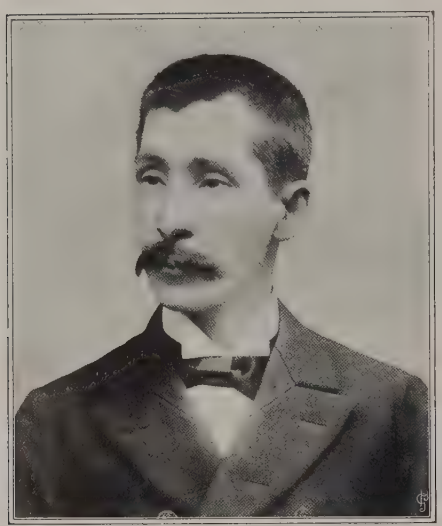
The *Ching Yuen* was also on fire, and incapable of fighting. But with the instinct of true seamen the Japanese left the injured ships alone, and turned their whole attention to the two Chinese battleships. Circling round and round them, they directed upon them an extraordinarily fierce attack. Their sides were riddled by Japanese projectiles like colanders; but the armour kept the vitals and the guns intact, and they still fought on. About this point the Japanese Main Squadron closing, in a desperate attempt to disable them, received a severe blow. As the MATSUSHIMA was passing the *Chen Yuen*, one of that ship's serviceable 12-inch shells —of which she had but three or four—struck the Japanese flagship. It smote a 4.7-inch gun, hurled it from its mount, and brought up against the barbette of the big Canet 12½-inch gun which the Japanese ship carried. There it burst, exploding a heap of ammunition.

The Attack on the "Matsushima."

"When it came," said a Japanese seaman, "the shock threw men in the air two feet high. At the same moment all became dark—you could not see your hand. We had forty men killed instantly, and many more wounded; no man escaped in that part of the ship. The deck was on fire, so we had to fight and work to put the fire out at the same time. Even badly wounded men, with the skin blown from their hands and faces, worked as if they felt no pain; and dying men helped to pass the water." The gunnery officer was blown to pieces; the ship listed heavily, the maga-

THE FIRST CAPTURE OF PORT ARTHUR.

The Japanese captured the then Chinese naval stronghold in 1894. The drawing is by a Japanese artist, and is in the possession of Mr. A. L. Liberty.



BARON KOMURA,
JAPANESE MINISTER OF FOREIGN AFFAIRS.
Studied at Harvard University. Negotiated the Anglo-Japanese Alliance, for which he was decorated and made a Baron.

zines were in danger from the fire, but the men within them, without flinching, closed the doors, and when the glow showed through the cracks in the damaged plates, stuffed their clothing into the crevices. Their action showed how coolly and bravely the Japanese Navy could meet adverse fortune. The MATSUSHIMA sheered off with 113 men, or one-third of her crew, out of the combat, but as she went she dealt the Chinese flagship one parting blow with her big gun.

There was more firing after this incident, but Ito was apparently running short of ammunition, and the evening was at hand. The Chinese had torpedo-boats; he had none; and his searchlights were shattered. He wisely decided to draw off, well satisfied with his day's work. He had destroyed the Chinese Navy as a fighting force. Five of its ships were at the bottom or in flames; four more had fled; only the two battle-ships were left, and they were in such a state that it was clear they could not be again at sea for weeks. The Japanese, on the other hand, with the exception of the damage done to the MATSUSHIMA and their old ships—which were of no importance or value—had suffered but little; all their other ships were intact and ready to renew the fight. Their total loss in men was only 298, while the Chinese had lost at least 700 men.

The battle was the first revelation to the world of the astonishing efficiency of the Japanese Navy. With unarmoured ships it had confronted and defeated decisively a fleet containing several good armoured ships. The tactics of its officers, the bravery of its seamen, had been above reproach.

The Efficiency of the Japanese Navy.

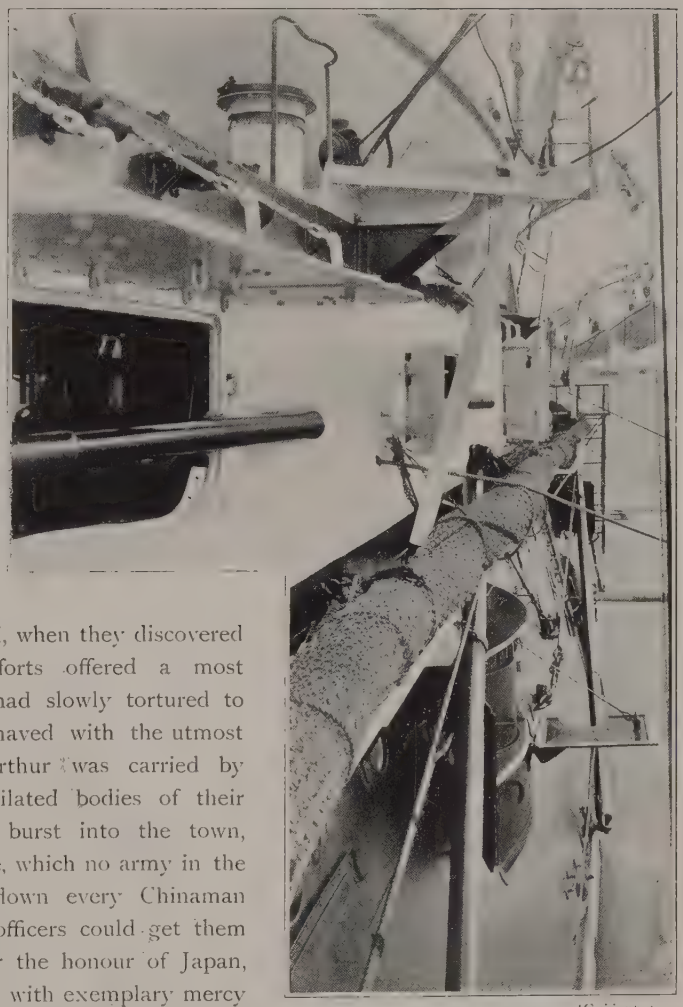
Before the battle it had been feared in Japan that the Satsuma men, who manned the fleet, would be reckless in their courage, and would be liable to run too great risk. But Ito showed that he combined caution with daring, and courted no excessive danger. When the thunder of the guns died away, Japan had become a Great Power. The efficiency of her fleet was a reminder to Europe that she must thenceforward be counted by the world in settling the destinies of the Far East. The battle settled the issue of the war, and opened the heart of China to attack. If the Japanese had not been prevented by the European Powers from landing and at once advancing on Pekin, they would have struck at the Chinese capital. But as it was they were forbidden to do so, and did not think it wise to disobey. They had then no ally.

VICE-ADMIRAL BARON YAMAMOTO.
JAPANESE MINISTER OF THE NAVY.
Has travelled round the world, and served on a German warship. Became vice-admiral 1898.

The Storming of Port Arthur.

Failing Pekin, they could attack the Chinese naval bases, and Port Arthur was the first marked down for capture. A long pause in the operations followed, while the plans and preparations were being made. Marshal Yamataga with one army corps crossed the Yalu, driving the Chinese army before him in Manchuria, and treating the people of Manchuria with a kindness and sense of justice such as they had never before experienced, while a second army, under Marshal Oyama, embarked in

transports and proceeded by sea to the mouth of the Hun Yuan River, to the west of Port Arthur. Here, on October 24, a small party of marines from the fleet stole ashore before dawn, and seized a commanding position. The army then rapidly disembarked, without any resistance on the part of the Chinese, and on the 25th began its march upon Port Arthur. Kinchow was stormed on November 6, a private distinguishing himself by going forward in a terrific fire and planting a case of gun-cotton close to the main-gate. Talienwan, where now stands Dalny, was taken next day, and the fine forts passed into the hands of the Japanese, almost without striking a blow.



[Cribb photo.

THE TORPEDO NET.
Showing how the net is rolled on a Japanese warship when not in use.

The siege of Port Arthur now began. None of the Chinese ships were in the harbour; they had withdrawn to Wei-hai-wei, when they discovered what was coming. The Port Arthur forts offered a most indifferent resistance, and the Chinese, who had slowly tortured to death a number of Japanese prisoners, behaved with the utmost cowardice. On November 21 Port Arthur was carried by storm, and the stormers, finding the mutilated bodies of their comrades displayed on posts when they burst into the town, were carried away by a desire for vengeance, which no army in the world could have withstood. They cut down every Chinaman they found, and a day passed before their officers could get them under control. It was a sad incident for the honour of Japan, since she who had conducted this campaign with exemplary mercy for her enemy, was now accused of barbarous savagery. But events which the future held in store for China were to show that Japanese "savagery," compared with the tenderness of many Christian European nations, was gentleness itself.

[Cribb photo.

FIRING A WHITEHEAD TORPEDO.

Torpedoes of a larger pattern than this were used by the Japanese in the attacks on the Russian fleet at Port Arthur with tremendous effect.

The fall of Port Arthur caused a prodigious panic at Pekin; the fortress had been regarded as impregnable, not only by the Chinese, but also by many Europeans who had examined its powerful works, armed with the latest pattern of heavy gun.

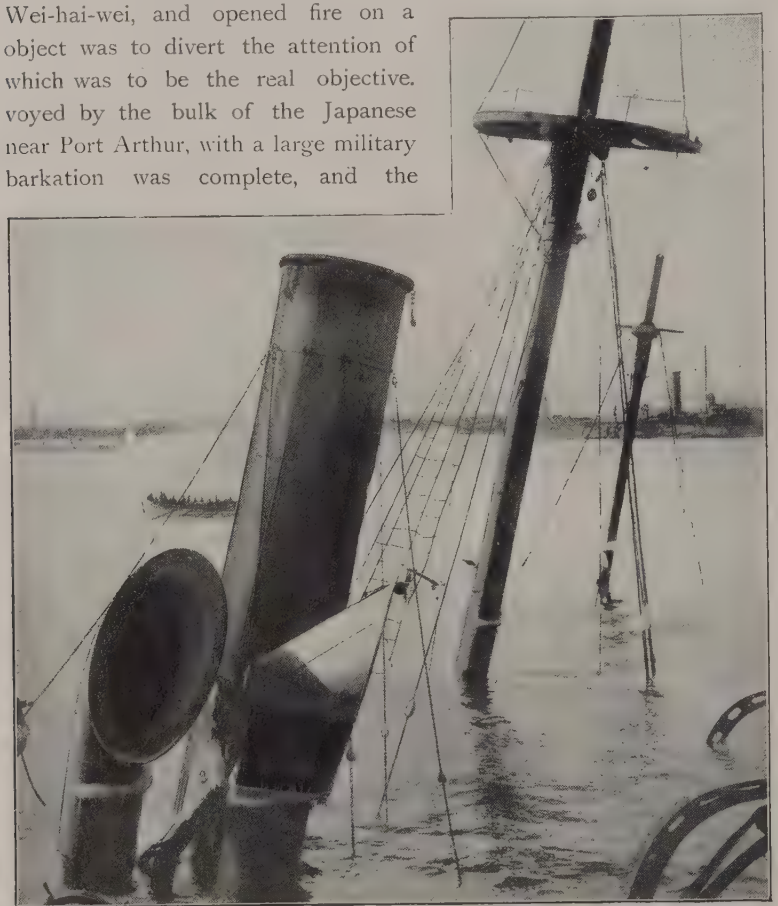
After this success, the Japanese Army in Manchuria pushed swiftly forward towards Mukden, through country buried in snow, inflicting repeated small defeats upon the Chinese, who, contrary to the general belief of Europe, fought extremely well. It was finally

brought to a stop 80 miles south of the capital of Manchuria by the extraordinary severity of the winter. Nothing was to be gained by a further advance in this terrible climate; it must have involved heavy loss of life from exposure to cold.

But while resting on their oars in Manchuria, the Japanese turned their attention to Wei-hai-wei, the last remaining stronghold of the Chinese in the Gulf of Pechili. Thither the sorry remnant of the Chinese Fleet had retreated after the Battle of the Yalu, and there it lay under the guns of the great fortress. The Japanese determined to destroy or capture the last Chinese ships, when they would be secured against any attack from the Chinese battleships, directed against their rear.

The Attack on Wei-hai-wei.

On January 18, 1895, three Japanese cruisers appeared off the coast some miles to the east of Wei-hai-wei, and opened fire on a Chinese fort at Tengchow. Their object was to divert the attention of the Chinese from Wei-hai-wei, which was to be the real objective. Next day fifty transports, convoyed by the bulk of the Japanese Fleet, left what is now Dalny, near Port Arthur, with a large military force; on January 26, the disembarkation was complete, and the Japanese force began its advance on Wei-hai-wei, which place was already being shelled occasionally at long range by the fleet. A summons to Admiral Ting to surrender was sent in by a British ship, but was indignantly repulsed by Admiral Ting. Inside the harbour were the Chinese battleships *Chen Yuen* and *Ting Yuen*, with the cruisers *Tsi Yuen*, *Lai Yuen*, *Ping Yuen*, *Ching Yuen*, and the small ships *Kwang Ping*, *Wei Yuen*, *Kang Chi*, six gunboats, and eleven torpedo-boats—on paper a formidable force. The two entrances to the harbour were closed by booms of steel-hawsers and timber-baulks, moored so as to obstruct the channels and prevent torpedo attack. The vital point for the Chinese was the island of Liu-Kung Tau, on which were the naval workshops.



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THE CHINESE MAN-OF-WAR "WEI-YUEN"
This was sunk off the pier at Liu Kung Island in 1895.

On January 30, the Japanese Army, supported by the fleet, stormed seven of the Chinese forts on the mainland commanding the harbour. The guns were found to be in good order, and were forthwith turned upon the Chinese Fleet and the forts on the island of Liu-Kung Tau. That very night they fired upon some vessels which were observed near one of the Chinese booms, not knowing that these vessels were their own torpedo-boats. Warned of this, the Japanese Army was prepared to support a second attack of the torpedo-boats on the night of the 31st. But the weather was so intensely cold and stormy that the attack had to be abandoned, and not till February 2 did it clear sufficiently to permit of operations. The interval was used by the Chinese seamen to strengthen their position. They were now lying in their own harbour, exposed to the fire of the guns of their own forts, with a strong blockading fleet outside, and with not a foot of dry ground to call their own, except the island

Storming the Chinese Forts.

THE CAPTURE OF PING YANG BY THE JAPANESE ARMY, **1894**.
The Chinese were strongly entrenched behind the River Taidong, but the Japanese were in superior force. The Chinese lost 2,000 killed, and 600 wounded.
See page 22.

of Liung Kung Tau, on which, from its precipitous coast, the Japanese could not effect a landing. Their situation was desperate, but it was thought that they might hold out some weeks, till their food was exhausted.

The Torpedo Attack.

On the night of February 3, the Japanese torpedo flotilla made a fresh attempt to get at the Chinese. They went to work on one of the booms with axes and dynamite, but were not able to make a sufficiently wide opening to admit of their passage. Far on in the night, however, they discovered that close in-shore among the rocks the boom was not so strong; and here they at last cleared a way for the onset of next day. Late in the night of the 4th the Japanese came on, piloted by Captain Togo, the present Admiral, who with two small gunboats opened fire to divert the attention of the Chinese. The boats were formed in three flotillas, from four to six strong, and the second and third flotillas were engaged, the third leading the way.

The ten boats pushed safely through the gap at the inshore end of the boom, and then searched in the pitch darkness for the Chinese ships. A light from the porthole of one of these betrayed the

A JAPANESE SKETCH OF AN ENGAGEMENT BETWEEN A JAPANESE AND A CHINESE SHIP IN THE WAR OF **1894**.

CHINESE TROOPS TRYING TO SAVE THEIR ARTILLERY AFTER THE BATTLE OF PING-YANG. [Drawn by R. Caton Woodville.

FIELD-MARSHAL YAMAGATA.

Was Japanese Commander-in-Chief in the War of 1894. He invaded Manchuria, treating the people with great consideration.

quarry, and the ten boats, with a simultaneous movement, steered for the *Ting Yuen*.

But now a serious difficulty was encountered by them; owing to the extreme cold, their torpedo-tubes had choked with ice and frozen spray, so that the torpedoes could not be fired. No. 6 failed with both her torpedoes, as the tubes stuck; No. 9 steamed to within a few yards of the *Ting Yuen*, fired her torpedoes, and hit the big ship, but an instant later was herself smitten by a shell, which burst in her boiler-room, killing or wounding all her engine-room hands. She lay helpless, and rather than fall into the hands of the Chinese, who, as the Japanese well knew from their experience at Port Arthur, would put them to death with torture, her officers and crew were preparing to kill themselves, when No. 19 loomed up out of the night to their relief,

BLACK FLAG SOLDIERS LAYING DOWN MINES AT ENTRANCE TO TAKOW HARBOUR.

THE BATTLE OF THE YALU—THE GREATEST SINCE TRAFALGAR.
Foundering of Chinese Warship "Chih-Yuen." "The Japanese cruiser poured quick-firing shells into her, tore her side open on the water-line, set her on fire, and sent her to the bottom." See page 24.

and took the living men on board. No. 10 fired another torpedo at the *Ting Yuen*, which was thought to have exploded under the Chinese ship, though actually it appears to have missed. No. 5 fired two torpedoes at the *Lai Yuen*, both of which missed; No. 22 fired three torpedoes without result. The harbour of Wei-hai-wei was now full of Japanese boats, some disabled, some eagerly seeking targets; but the intense cold, which probably affected the mechanism of the torpedoes, prevented this gallant attack from making a complete end of the Chinese. Six of the boats were more or less injured from the Chinese fire or from striking the rocks; but all were got out of the harbour except No. 9, which sank as she was being towed off.

Japanese in Wei-hai-wei Harbour.

ADMIRAL ITO.
He was Commander of the Japanese Fleet in the War with China, 1894-5.

THE "CHIH-YUEN" AFTER THE BATTLE OF YALU.
H.M.S. "Alacrity" visiting the scene.

In this onset the Chinese battleship *Ting Yuen* was hit by No. 9. There was a "heavy, quivering shock, such as

ROUTED CHINESE FLYING BEFORE THE JAPANESE.

in the mud. But the fires in her boilers were not put out by the water till late in the afternoon of the 5th. She was now helpless and useless—a mere wreck, with only her deck showing above water. Thus, what the Japanese guns had failed to effect as the result of a whole day's firing in the Battle of the Yalu, the Japanese torpedoes had accomplished in a few moments, at insignificant cost in money and in life.

Before delivering this attack the crews of the Japanese boats had been warned to prepare for death. They left all their property on board the big ships of their fleet, made their last dispositions, and went in as men who do not expect to come out alive. Yet the loss of life was not heavy—twenty men were scalded or frozen to death, and about as many were wounded. A fresh attack was ordered most reluctantly by Admiral Ito to take place the next night. He began to fear that he was sending men to certain

The Sinking of the "Ting Yuen."

an earthquake would be like. The sound of the explosion was a loud, dull thud. A column of water dashed on board, and there was a faint, sickly smell." The ship at once began to settle in the shallow water; every watertight door leaked, as the result of the violent shock; and she was headed for the shallow as the water rose inside her, and there she took the ground and slowly sank

[Photo by H. S. Mendelssohn.
ADMIRAL TING.
The Chinese Admiral in the War of 1894-5, who died by his own hand, after he had hoisted the white flag, rather than be taken by the Japanese.

THE VILLAGE OF SONKYORI, BURNT IN THE CHINO-JAPANESE WAR.
This is on the road to Seoul, and was burnt down in 1894, during the battle which bears its name.

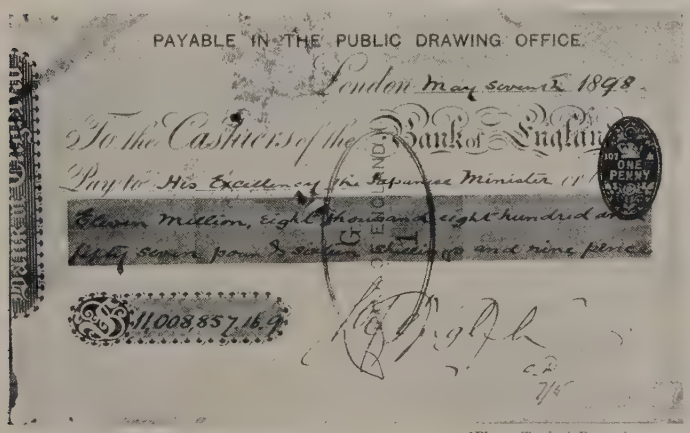
ANOTHER INCIDENT AT THE BATTLE OF PING YANG. STORMING A CHINESE POSITION.

death for little or no result, as the fact that the *Ting Yuen* was completely disabled was not yet known to the Japanese. Commander Mochihara, who was in charge of the whole flotilla, addressed his men that day, the 5th; told them once more that there was little chance of escape, but that the time had come to die for Japan; and with the words: "Our boats and our bodies are the enemy's," led the first flotilla in as the night of the 5-6th was drawing to dawn.

Once more the attack was pressed with the most extraordinary resolution. "Take no chances, close in on the big ships before letting go your torpedoes," were the orders; and they were obeyed to the letter.

Torpedoing the Chinese Ships.

No. 23 charged the boom at full speed and cleared it—a terrible trial to her crew and hull. No. 23 approached the *Wei Yuen*, fired a torpedo at her, saw the sea rise mountainously, and then the Chinese ship disappear. The KOTAKA closed on the *Lai Yuen*, and at the closest quarters fired at her a torpedo, whereupon the Chinese ship began to fill, heeled sharply over, and capsized, with all her crew on board. The living men in her were left alive as she floated, bottom up, in the harbour, and were heard knocking on the roof of their steel tomb. Efforts were made in vain to cut through the metal and release them, but they perished miserably before help could arrive. Yet another torpedo exploded under a Chinese launch and flung half the vessel upon a wharf. The *Ching Yuen* is said to have been hit on this night, though the evidence for this is most doubtful; and if the torpedo did strike her, it caused no damage. The only powerful Chinese ships left intact were the battleship *Chen Yuen* and the cruiser *Tsi Yuen*. All the Japanese boats escaped with little loss.


PAYABLE IN THE PUBLIC DRAWING OFFICE.
London May seventh 1898.
To the Cashiers of the Bank of England
Pay to His Excellency the Japanese Minister (or Bearer)
Eleven Million, eight Thousand & eight hundred and
Sixty seven pounds & seven shillings and nine pence
£11,008,857.16.9
GEORGE
ONE PENNY

[Photo Topical Press Agency.

PHOTOGRAPH OF THE CHEQUE WHICH PAID PART OF CHINA'S WAR INDEMNITY TO JAPAN (1894-5).

The end of Wei-hai-wei now came quickly. On the 9th the damaged *Ching Yuen* was sunk by a shell, and on the 12th Ting, in an utterly hopeless position, hoisted the white flag. He paid no attention to a chivalrous appeal from Admiral Ito, upon him to surrender alive and touching which called to the Japan- ese, and with them to work for the regenera- tion of China, but died by his own hand, with many of his officers, leaving the one noble reputation of the war on the Chinese side. The Japanese took possession of the place and the ships in it, though the Chinese torpedo craft had previously made a desperate bolt for freedom, and had all been captured or destroyed. All possible honour and respect were shown by the Japanese to the dead admiral.

The Death of Admiral Ting.

LIEUTENANT-GENERAL BARON YAMAGUCHI.
Is Commander of the Japanese Fifth Division. This distinguished officer was Commander-in-Chief of the Japanese Relief Expedition during the Siege of Pekin, **1900**.

The fall of Wei-hai-wei pro- duced such an effect in China, that when, immediately after it, the Japanese Army began once more to advance in Manchuria, the Chinese Government at length sued for peace. A treaty was signed at Shimonseki, on April 17, 1895, by the terms of which Japan was to receive Formosa, the Pescadorés, the Liao-tong Peninsula, on which stands Port Arthur, and an indemnity of £32,000,000. Until the indemnity was paid, she was to occupy Wei-hai-wei. Korea was to be recognised by China as independent. But scarcely had the treaty been signed when a new force ap- peared on the scene. Sud- denly the Japanese learnt that an alliance had been formed between Russia, Germany, and France, with the express object of compelling them to surrender their gains. A forcible note from the Russian

The Terms of Peace.

JAPANESE TROOPS PASSING THROUGH TUNG-CHAU DURING THE WAR OF **1894-5**.

JAPANESE SEIZURE OF PORT ARTHUR, 1894. [Drawn by Melton Prior.
Advancing through main street, they found it strewed from end to end with debris.

Government informed Japan that her occupation of Port Arthur was deemed a "menace to the integrity of China and the independence of Korea." She was told in so many words to "get out," or to look for war. And in the offing appeared the powerful squadrons of the three nations—Russia, France, and Germany — cleared for action, and seemingly intending to strike.

In her agony Japan turned to England for help. But England was undecided and unready. She counselled the Japanese to yield, but told them that the British Fleet would prevent any attack upon them if they did.

Japan Yields to Russia.

Exhausted by the war, with her treasury empty, with no modern battleships in her fleet, with no friends and allies, still a pariah among the nations, Japan determined to give way. Her people, her seamen were for fighting, but the wiser

THE GATEWAY TO THE TORPEDO DEPARTMENT AT PORT ARTHUR.
Taken after its seizure by the Japanese, 1894.

HOW THE CHINESE ARMY WAS DISCIPLINED ON THE MARCH.

and cooler heads of the Marquis Ito and the men who have since become so famous as the Elder Statesmen, pointed out the folly of such a course. It might have been heroic; it must have spelt disaster for Japan. Far better for her to accept what gains she was permitted to retain, and to wait. She signified her intention to yield; she applied the indemnity which she had received from China, and which had been increased in amount to £37,000,000 so as to compensate her for the loss of Port Arthur, to the construction of a great naval programme; she reorganised her Army; and she continued vigorously upon the path of reform. She had now proved her worth and valour in battle—that worth and valour would in the fulness of time, she well knew, bring her allies.

THE SINKING OF THE CHINESE MAN-OF-WAR "CHING YUEN," IN WEI-HAI-WEI HARBOUR.

The sky was overcast at the moment the photograph was taken.

CHAPTER III.

THE BUILDING OF THE TRANS-SIBERIAN RAILWAY.

EVENTS moved swiftly in the Far East. Seeing China prostrate, the West determined to carve for itself portions out of the carcase which it had not permitted Japan to appropriate. In November, 1897, alleging as an excuse the murder of certain missionaries, a German Squadron suddenly appeared off the

The Germans Seize Kiao Chau.

JAPANESE INFANTRY, UNDER COLONEL SATO, ATTACKING CHINESE POSITION AFTER CROSSING THE RIVER YALU.

magnificent Chinese harbour of Kiao Chau and calmly seized it, informing the Chinese that "common-sense must tell them on which side lay superior force, and that, therefore, they would be wise to give way without resistance."

Russia at Port Arthur.

That same winter, the moment the Japanese evacuated Port Arthur, a Russian Squadron dropped anchor there. England and Japan asked for explanations, and were told that it was "merely spending the winter"; it would, "of course," depart as soon as the spring came. But, notwithstanding such talk, the appearance of Russia at this point struck deep alarm into the hearts of the Japanese. They knew that Russia, when once at Port Arthur, would want Korea, if only as a link between Liao-tong and Vladivostock, and they felt that they had been treated by Europe with the bitterest injustice. Here was their own acquisition, which Russia and France and Germany had not

RESULT OF THE JAPANESE ATTACK ON FORT PEISHANTSUY, 1895.
This is on the North Coast of Wei-hai-wei. The island in front is Liukung Island. The guns are Krupp guns.

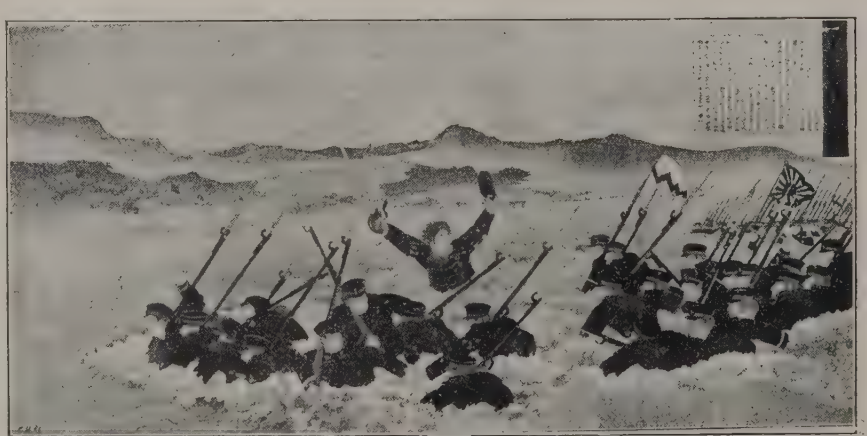
JAPANESE OFFICERS INTERROGATING CHINESE PRISONERS AFTER THE BATTLE OF PING YANG.

permitted them to retain, on the pretence that it menaced China, seized without a protest from anybody, except a few faint shrieks of feeble alarm from England, by the strongest and most aggressive Power in the Far East. Their dealings with Russia told them that the Russian ships would never depart except at the bidding of superior force—and such force they did not as yet possess. The next step was that England—not altogether without their suggestion—took possession of Wei-hai-wei, and pretended to convert it into a naval station, only dropping the pretence some years later, when much money had been wasted on a half-hearted policy.

The Making of the Trans-Siberian Railway.

All through these years after the war, Japan was feeling more and more the power of Russia. At every turn she found herself thwarted by the Muscovite diplomacy. If she attempted to induce China to reform—a policy in which she was to some extent supported by England—she encountered Russian resistance. But the gravest menace to her future was the continued advance of the Russian railways across Northern Asia.

Towards the close of the 'nineties the Trans-Siberian Railway began to approach the waters of the Pacific, thus placing



CAPTAIN MATSUZAKI LEADING HIS MEN ACROSS A RIVER DURING THE ADVANCE ON SONG-HWAN. A Japanese sketch.

SINKING OF CHINESE TROOPSHIP "KOW-SHING" BY JAPANESE CRUISER "NANIWA."

This was sunk by Captain (now Admiral) Togo. It was a British ship used by the Chinese, and had English officers on board. But, ignoring their advice the Chinese refused to surrender. See page 19.

European Russia in direct communication with this remote quarter of Asia. From the Japanese standpoint, each mile of this line that was laid and opened to traffic brought Russia nearer to their doors and increased the peril for them.

It was in the early 'seventies that the Russian Government first began to contemplate the construction of a railway across Northern Asia which should do for Russia what the Union Pacific was then about to achieve for the United States. In the years 1872-4 Government surveys were made in Western Siberia, but little more than the rough mapping of the route was accomplished. There were financial difficulties in the way, and much of the country which would be traversed was still desolate, unsettled, and almost unknown.

The Russian railway system crossed the Urals and entered Asia in 1880, when the construction of a line from Ekaterinburg to Tiumen was taken in

JAPANESE CEMETERY ON THE FIELD OF BATTLE. MILITARY HONOURS TO DEAD COMRADES.

THE END OF THE CHINO-JAPANESE WAR, 1894-5.

THE SURRENDER OF THE CHINESE GENERAL AND STAFF, 1895

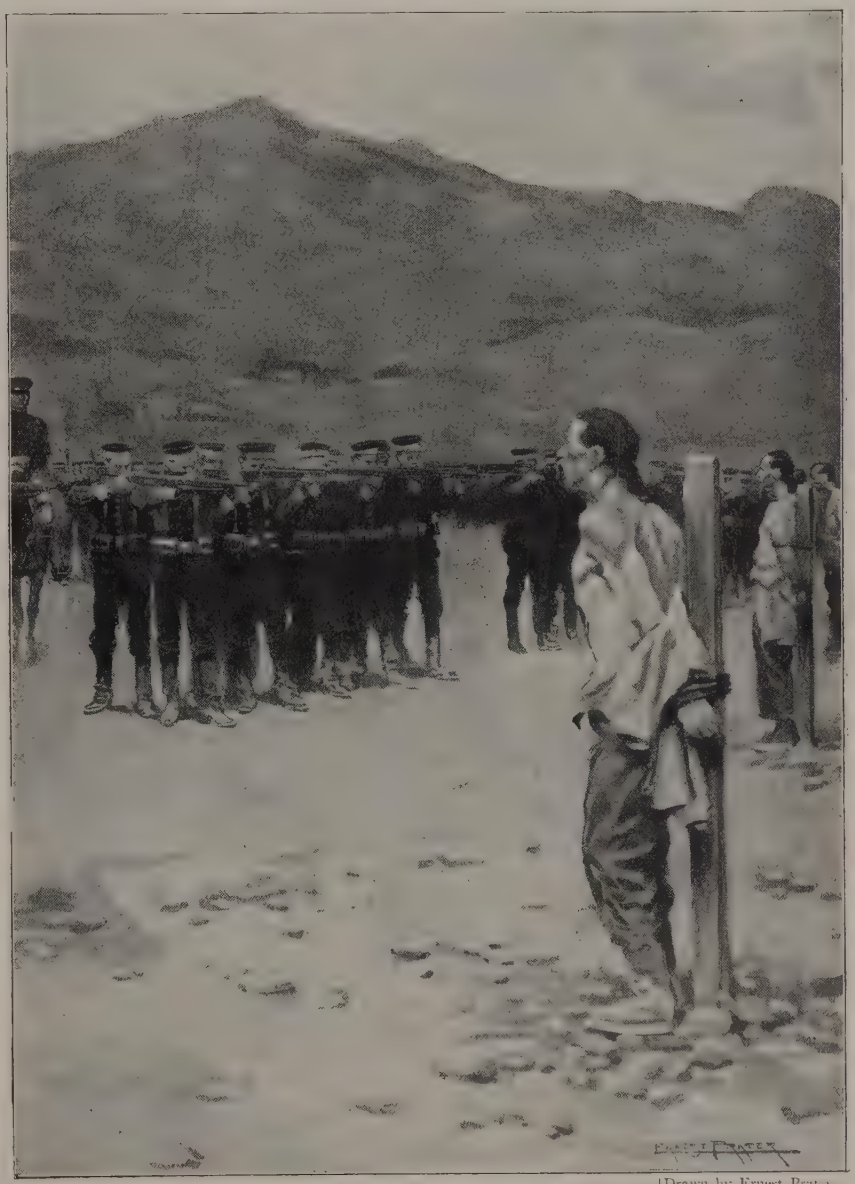
[Drawn by R. Caton Woodville.

hand. But, after this, for some years nothing more was done. A report, drawn up by Count Ignatieff, the Vice-Governor of Siberia in 1885, declared: "I must own with shame and grief that until now the Government has attempted little towards satisfying the needs of this rich but neglected country." At that date, however, few could be induced to believe that Siberia was rich, or that in its fertile soil and magnificent mineral deposits were treasures not to be equalled in any other territory in the world. In 1887 the Czar Alexander III., whose attention had been drawn to this opinion of his subordinate, ordered that as quickly and cheaply as possible two lines should be built. One was to run from Tomsk to Irkutsk and Lake Baikal; the other from Lake Baikal to the point at which the navigation of the Amur became practicable. These two railways when constructed would give a means of communication by railway and river between Russia in Europe and the Far East. But this would only be during about three months of the year, when the rivers were free from ice and the Arctic Ocean from floes and pack.

The Czar Orders the Railway.

The construction of these railways was taken in hand in a leisurely fashion, but while they were still in a very elementary stage the success of the Canadian Pacific Railway led the Czar and his advisers to entertain more ambitious projects. They now contemplated a complete and unbroken railway, 5,500 miles long, from Moscow to Vladivostock, which was then the centre of Russian power in the Far East. In 1890 the Czar ordered a Russian main line, which had now been pushed to Zlatoust, in the heart of the Urals, to be advanced into Siberia, and in March, 1891, an Imperial rescript finally directed the construction of the Trans-Siberian Railway, starting from Zlatoust. The Czarevitch, who was then on a visit to the Far East, was ordered to lay the first stone of the line at Vladivostock, for the construction of the new system was to be carried forward both from the east and west

The First Stone Laid.



[Drawn by Ernest Prater.

GERMAN SOLDIERS EXECUTING CHINESE SOLDIERS.

During the trouble in Pekin the German Minister, Baron von Ketteler, was killed by the soldiers sent to escort him to the Yamen. In revenge for this the Germans killed all their prisoners.

simultaneously. On May 19 of that year the first sod was cut, and the first stone of the great railway, that was to change the face of Asia, laid. Rather more than a year later a large sum was appropriated for the building of the line and dates fixed for the completion of the first sections of it. On the accession of the Czar Nicholas, in 1894, the work was prosecuted with increased energy, and throughout it was built with Russian material and by Russian engineers.

[Drawn by Ernest Prater

THE JAPANESE ENTERING THE EASTERN GATE OF PEKIN FOR ITS RELIEF.

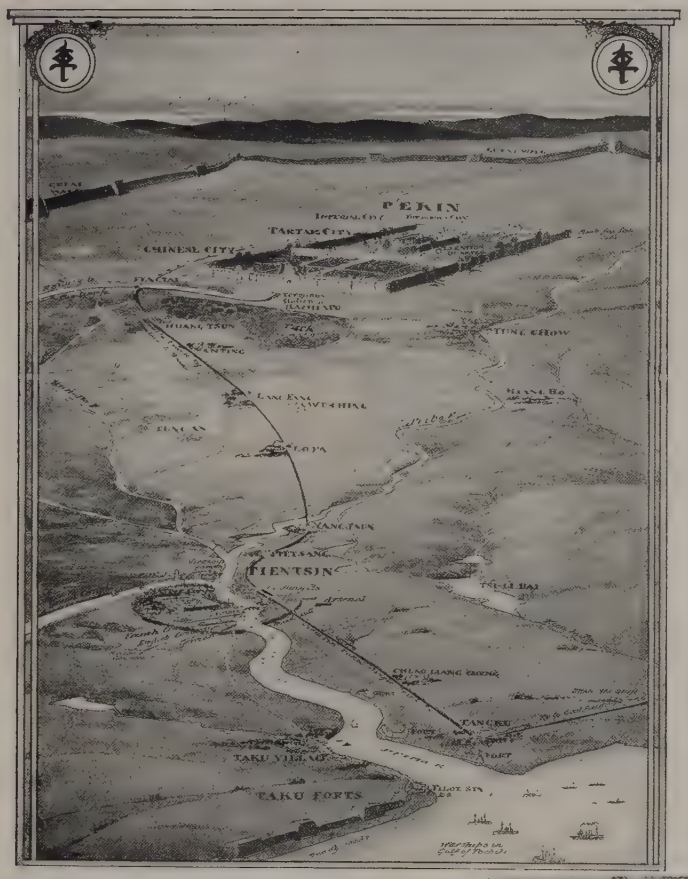
The Japanese relief force numbered 10,000, and most of the heavy fighting was done by them. When they reached the East Gate of the city they were met by a furious fusillade from the gate and wall, but they succeeded in blowing up the gate at nine o'clock.

The Construction of the Line.

The gauge of the new line was five feet; its construction was primitive, to avoid expense and accelerate the date of completion. All the engineering work was as far as possible simplified, and embankments and tunnels were avoided, with the result that the gradients and curves are often severe. The road was lightly ballasted, and to this cause and the very light pattern of rail used—54lb. to the yard instead of 90lb. or 100lb. as in England—is due the fact that high speeds cannot be obtained by the trains without great danger.

Moreover, defective as was the orginal design, it became worse in practice owing to the corruption of the engineers engaged in making the railway. The rails actually laid were of lighter pattern than had been proposed, because lighter rails cost less, and the savings went into the engineers' pockets; the bridges were not of steel or stone, as they should have been, in many instances. Work was scamped, or charged for and not accomplished. But the construction proceeded with rapidity.

The first section was opened to regular traffic in 1896; it ran from Cheliabinsk to the crossing of the River Obi, and was 881 miles long. Across the Obi an immense steel bridge had to be thrown, 930 yards long and some 50 feet above the stream when it is in flood. The bridge was built on the spot, and is



BIRD'S-EYE VIEW SHOWING THE TAKU FORTS AND THE ROUTE OF THE ADVANCE TO TIENTSIN AND PEKIN

1899. Here, owing to the amount of tunnelling and bridge-work that would have been necessary, had the railway been carried unbroken round the stormy and precipitous south coast of the lake, it was decided for the time being to rest content with a ferry-steamer, which conveys the whole train across the lake in the spring and summer, from Baikal Station to the town of Missovaia, on the east side of the lake, where the line begins once more. This is now the only break in the continuous railway between the Atlantic and Pacific. In the winter, the lake, which is of fresh water and extraordinarily deep, freezes about November, and though at first a special ice-breaking steamer can force its way through, the thickness of the ice soon increases to such an extent

The Break on the Railway. Lake Baikal.

of lattice-girder pattern. The central section of the line, 1,168 miles long, from the Obi to Irkutsk, was opened —with the exception of two bridges over the Selenga and Yenesei—in January, 1898. It brought the capital of Siberia, in the very heart of Asia, into touch with the outer world, and reduced the time required to reach it from six weeks to as many days. Two more gigantic bridges had to be built in this section of the railway, crossing the Rivers Yenesei and Selenga, each about a mile long. These bridges are of steel, on stone piers. In the eastern part of this section the appearance of the country changes. The monotonous plains, covered in the summer with flowers, are at last broken with hills, which rise to the south to a great mountain-chain. Immense and melancholy pine forests cover these remote uplands. It is a country of vast distances and infinite loneliness.

First Section Opened.

East of Irkutsk the line was opened to Lake Baikal, some 45 miles away, in

HOW SIR CLAUDE MACDONALD DEFENDED THE LEGATION AT PEKIN

All the troops and members of the various Legations had to retire within the British Legation walls, the last line of defence, which had no barricades to speak of, no loopholes, hardly any sandbags or any other cover; and, moreover, could easily be breached in any place by artillery fire. Sir Claude Macdonald, the British representative, was Commander-in-Chief.

THE RELIEF OF THE BESIEGED PEKIN LEGATIONS.

"Forty Rajputs, followed later by a handful of British, made their entry, and were greeted by the frantic hurrahs of the white men, women, and children awaiting them with open arms at the gate of the Legation." The British entered Pekin by means of a sluice, or water-gate.

four or five trains can be worked over the whole line each day. East of this great lake the country becomes exceedingly mountainous over the wide distance of 673 miles, from Missovaia to Stretensk, where the upper waters of the Shilka, in steamer communication with Vladivostock, are at last reached. This section was opened in 1900. The Yablonoi Mountains, with their strangely rounded contours, were crossed at 3,600 ft. without any great difficulty, except from the frozen soil, which only thawed during a brief part of the summer. In this part of the line the Russian engineers committed one of their gravest errors, carrying the road through swampy valleys and not along the sides of the hills. One consequence is that the permanent way is constantly subsiding or being washed away in the rainy season, and that miles of rails have been seen floating down the rivers on the sleepers.

The Railway East of Lake Baikal.

as to bring even the ice-breaker to a stop. In some years the ice reaches eight or ten feet. In the depth of winter what traffic there is has to pass in sledges across the lake, which is often a dangerous business, as earthquakes are common, cracking the ice and piling it up in masses mountain high. The steamer journey takes four hours in fair weather, when the lake is free from ice, but storms—and very violent ones—are common. For the present war the Russian Government has laid a railway across the ice, which will be used for the transport of stores but not of troops.

Lake Baikal is the most serious obstacle on the Siberian Railway, and so long as it is frozen over it is calculated that not more than an average of

[Photo W. & D. Downey.

MARQUIS ITO.

The maker of modern Japan, and its greatest statesman. Formulated the Japanese Constitution.

It is in this section of the line, at Kaidalovo, that the railway through Manchuria, which is now the main line, diverges for Harbin and Vladivostock. This is believed to have been secretly planned when the Siberian railway was first projected, but Europe heard nothing of it until 1896, when the concession for the Manchurian railway was obtained from the Chinese Government by M. Pavloff. Yet stealthy surveys are known to have been made by Russian engineers along the route of the line some years before the concession was granted, from which it would appear that the Japanese made their first dash at Port Arthur not a moment too soon. In April, 1897, the first undisguised party of Russian engineers appeared in Manchuria, with a strong guard of Cossacks, and began the construction of the short cut across Manchuria to Vladivostock. When, at the close of 1897, a Russian Fleet entered Port Arthur to winter there, yet another line to that point, diverging at Harbin from the Vladivostock railway, was begun.

The Manchurian Railway.

RUSSIAN SOLDIERS GUARDING THE MANCHURIAN RAILWAY.

The older route, as laid down in the plans which were made known to Europe, was to have passed down the Amur Valley, through wild forest country as far as Vladivostock, and would have been about 1,800 miles long from Stretensk. But a gap has been left of 1,333 miles in the most difficult region, between Stretensk and Khabarovsk, to which point a line 486 miles long was opened in 1897 from Vladivostock. The railway through Manchuria to Port Arthur was working in 1902, and was actually completed in September, 1903, when for the first time the mails for the Far East were sent by the new route. The time taken to go by express from Moscow to Dalny or Port Arthur is twelve and a half days, and the fare, first class, £39 or £40.

Completion of the Line.

General Konystcheff. Major Dickteress. Major Bernikofi. Brig.-Genl. Pjapunoff. Capt. Demydow. General Rebinder. Major Mrosooky.

SOME NOTABLE OFFICERS IN THE RUSSIAN ARMY.

Long before the railway across Asia—4,047 miles from Cheliabinsk to Port Arthur—was ready for through trains, the defects in the permanent way were discovered to be serious, and in 1898, when the western part of the line had only just been opened, £10,000,000 was appropriated for the improvement of the road. Two years later it was decided to relay the central and eastern sections with 72lb. rails instead of 54lb., to ballast the line, and to replace 1,429 wooden bridges with more permanent structures. At the same time additional sidings were to be provided, giving one passing place for trains every 24 miles.

Defects in the Permanent Way.

These modifications were to have been completed by 1908, so that in the present year, 1904, they cannot have been carried out. It was also decided in 1903 to double the line. Its total cost up to 1903 was over £84,000,000.

SOME ENEMIES OF THE MANCHURIAN RAILWAY. [Drawn by C. Pearse from sketches.

These are the Chunchuses, the nomads of Manchuria, a fearless people who have given the Russians much trouble already by damaging the railway.

It is not too much to say that upon the success or failure of this line depends Russia's prospect of victory or defeat in the war with Japan, which has been seen so long to be approaching, and which has now come at last. The railway is the artery vital to Russian power in the Far East. But the problem of maintaining in the field a great army, at a distance from the real base of well over 4,000 miles, by a single, poorly-laid line of rails, is one almost incapable of solution. It is something like the problem of supplying a great city with water through a one-inch pipe.

The Railway and the War.

Force an excess of traffic upon the line, and there must be a breakdown; force too much water into the pipe, and it will burst. Yet the railway remains a grandiose monument of Russian energy and foresight, and the day will assuredly come when a vast Russian population will fill the boundless plains through which it passes.

[Topical Press Agency.

TRAIN CROSSING ON RIVER-BED TRACK OF THE SUNGARI, WHILE BUILDING THE BRIDGE.

CHAPTER IV.

THE BOXER INSURRECTION.

AS they watched the Russian railhead creeping nearer, ever nearer, the sense of their danger grew within the hearts of the Japanese. Russian influence was more and more felt by them in Korea, and it seemed that all the blood shed by them in the struggle of 1894-5 had been fruitlessly poured forth upon the ground. In sorrow and disillusionment passed these years. Desperate efforts, as the time was so short, were made by Japan to reform Korea, and as is often the case when men are hurried, the Japanese strove to go too fast. Change after change was introduced at their instigation, but they were only building a castle on the sand. Their very energy provoked a reaction, for the Koreans hated progress as evil hates good. The collapse of the reform movement in Korea followed, with the general discrediting of the Japanese; and in 1896, not altogether to the liking of the Japanese people, Japan and Russia concluded an agreement with regard to Korea by which each Government was to build certain telegraph lines, and jointly to control the Korean Government, taking steps to secure certain important reforms. It would seem that this agreement was due to a wish to work honestly with Russia; but all agreements require two parties to keep them.

The Control of Korea.

[Topical Press Agency.

SCENE AT THE SUNGARI BRIDGE DURING CONSTRUCTION.

[Topical Press Agency.

THE GREAT RAILWAY BRIDGE ON THE SUNGARI RIVER AT HARBIN.

Russia did not observe her share of the compact; instead, she landed troops at Chemulpo, and got the Korean Emperor into her hands. At the same time Japan received news from Europe, in 1898, that the Russian Government had decided to build a large fleet specially for the Far East, not taking the trouble to conceal from anyone the fact that it was intended to coerce Japan. These events compelled Japan to reconsider her position. In 1898 she made it clear to Russia that she must recognise the integrity of Korea or fight, and

Korea's Independence Acknowledged.

THIS MAP SHOWS THE COURSE OF THE

Russia gave way. A treaty was concluded at Tokio, by which both countries acknowledged Korean independence, and pledged themselves not to meddle with the politics of the country. Russia further admitted Japan's right to exploit the country commercially.

The Faithlessness of Russia in 1900.

Again this treaty was disregarded by Russia. In the spring of 1900 it became known to the Japanese Government that Russia was endeavouring to obtain a coaling and naval station at Masanpo, on the Straits of Korea, almost in sight of Japanese territory. This was an open breach of the treaty, but Japan had by this time ceased to look for good faith in Russian dealings. She always received assurances and promises, couched in a somewhat contemptuous form, when she protested; but the assurances were never fulfilled or the promises executed. She was too much alarmed on this occasion to rest content with Russian words, and at once took steps to prevent the Korean Government from granting the required concession. More than this, she mobilised her fleet and proceeded to hold great manœuvres; while for some weeks peace and war hung in the balance. Her navy was now growing in strength, and she might have fought with every chance of success, when events in China upset all calculations and diverted her energies to a new quarter, where she was a second time to prove her prowess on the battlefield.

The Boxer Insurrection.

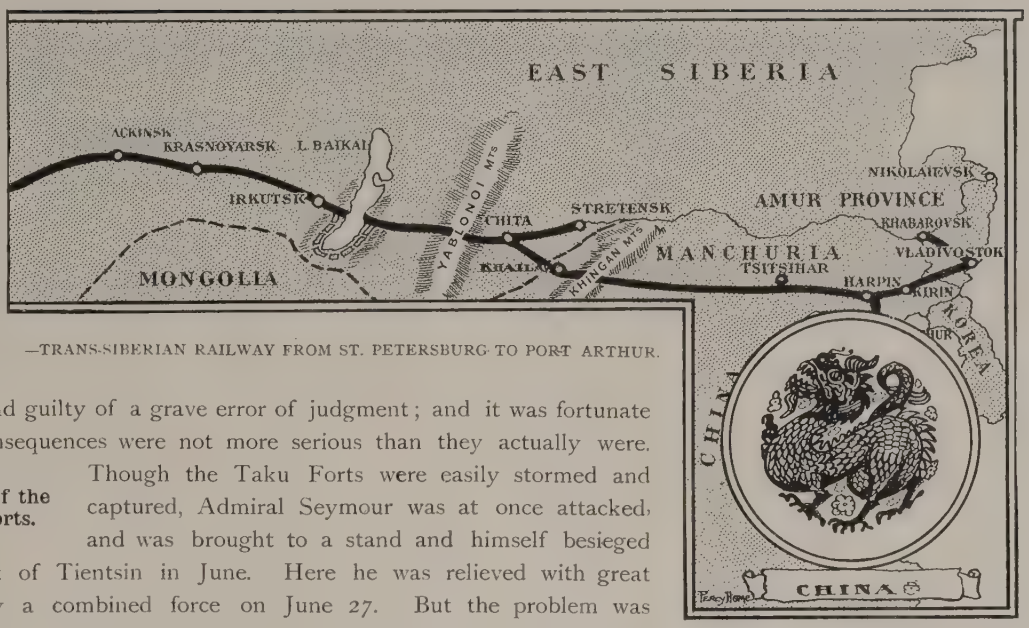
Suddenly, violently, with the fury of a pent-up volcano, the North of China erupted, when the Boxers directed all their energy against all foreigners. The virtual partition of their country had goaded the Chinese to desperation. "Get rid of the barbarians!" was the cry of the mob; and the German Minister at Pekin, who was responsible for the seizure of Kiao Chau, with the Chancellor of the Japanese Legation, who was held accountable for the war of 1894, were murdered in June, 1900. The Legations were beset on June 20, and were in imminent peril. Held by a small force of 407 men, they appealed to the navies of the Powers for help. Admiral Seymour, with all the available men from the British and American squadrons and detachments from the fleets of other Powers, had already started to their aid from Tientsin on June 10. It was understood that the Chinese regular troops, who were formidable, would not prevent the passage of this small force if they were not directly attacked. The British Squadron was left almost helpless, without trained seamen.

[From stereographs copyright Underwood & Underwood, London & New York.]

A TRANS-SIBERIAN RAILWAY TRAIN AT MUKDEN STATION.

Scarcely had the force started when the foreign admirals, who had remained behind, met, and determined to attack the Taku Forts, thus dooming Admiral Seymour's force to probable destruction, as it was

certain that the Chinese would regard this as an act of war. Whoever was responsible for the decision must be held guilty of a grave error of judgment; and it was fortunate that the consequences were not more serious than they actually were.



—TRANS-SIBERIAN RAILWAY FROM ST. PETERSBURG TO PORT ARTHUR.

Taking of the Taku Forts.

Though the Taku Forts were easily stormed and captured, Admiral Seymour was at once attacked, and was brought to a stand and himself besieged to the west of Tientsin in June. Here he was relieved with great difficulty by a combined force on June 27. But the problem was now how to relieve Pekin and the small band of foreigners immured there. From what quarter was help to be obtained before the Legations fell—to hew a way through the hordes of Chinese rebels and, perhaps, of Chinese regulars?

Not from Japan. The Russian Minister in the United States declared that Russia could not entrust Japan with the task of saving the Europeans in Pekin, because to do so would be to cede her place to Japan and lose her prestige in the East.

Japan Offers 25,000 Troops.

In mid-June the Japanese Minister in London informed the British Government that Japan would send men to rescue Admiral Seymour if England approved; and a few days later Lord Salisbury begged her to intervene with a large force. But she hesitated, fearing the Russian alliance, and aware that to strike a heavy blow at China would simply play the Russian game. She was poor, and she wanted guarantees that the expenses of her operations would be repaid her. Lord Salisbury gave her assurances that England would support her, and applied to the Czar to know if he would approve of the landing of 25,000 Japanese in China, appealing also to Germany to do her utmost to reassure Japan. The Czar gave a vague, ambiguous answer; the Kaiser declared that he would not undertake the responsibility of supporting Japan. These two replies might have meant the horrible doom of every white man in Pekin had not England acted. Of her own responsibility she promised to guarantee the expenses of Japan, and to aid her with a British force, though then our Army was engaged in South Africa.

M. GIRCHMANN,
Russian Constructor of the Manchurian Railway.

The Japanese acted with marvellous energy and celerity. They were the true Christians, since they were going to give their lives to save German and Russian subjects.

The March to Pekin.

They disembarked 20,000 men at Tientsin with surprising speed and without uttering any menaces against the Chinese. As for Germany, she shipped a considerable force, which moved too late, after it had been addressed by the Kaiser and ordered to "kill and slay like the Huns"; to grant no quarter to the Chinese—and this from a Power whose Press had expressed its indignation at the Port Arthur massacre! A British-Indian force, under General Gaselee, reached Tientsin in time to march to the relief of Pekin.

The force which actually took the field for the relief of Pekin consisted of 10,000 Japanese, 4,000 Russians, 3,000 British, 2,000 Americans, and 900 of other nationalities. It began its forward movement from Tientsin on August 4, 1900, and most of the heavy fighting fell to the lot of the Japanese. The Japanese and all the foreign officers had been against an advance before September, on the ground that at least 60,000 men would be required to reach Pekin. But General Gaselee stated that his instructions were definite; he was to save the men and women beleaguered in the Pekin Legations, and if the other allies would not support him, he must go alone. On this the Japanese and American Generals both promised him their support, and the other allies decided to throw in their lot with him. Yet it was afterwards believed that the Japanese and Russians had been right in their view, and that the march with so weak a force was successful only because that summer was an abnormally dry one, so that there was little water in the water-courses, and the Chinese defence was greatly weakened.

THE TRAIN FERRY.

There is a great gap in the Trans-Siberian Railway, made by Lake Baikal. Across this the trains have to be ferried in the vessel shown above, which, before the ice is too hard, breaks the ice as it travels. Its track through the ice is shown in the second photograph. The train ferry "will break through ice 34 inches thick, and her bow is made with a curve, so that when the ice is thicker, she can be backed, and then go full steam at the ice, partly climb on it with her impetus, and then crush it with her weight." At present a railway has been laid across the ice.

In this campaign the Japanese under General Yamaguchi were everywhere in evidence, and performed brilliantly. They seldom looted, and they were guilty of fewer excesses than any other of the Western troops, except the British and Americans, while the Russians massacred coolies by the hundred at Taku, and Chinese by the thousand at Blagovestchensk. The progress of the Germans was marked by fire and sword. Even the French gave way to their passions. It was said by an American officer of rank who saw the deeds done in this expedition, that "You can divide the troops in China into two classes—the civilised and the uncivilised. The civilised are the English, Americans, and Japanese." In the quarters of Pekin occupied by the last three nationalities the Chinese quickly settled down; the German and Russian quarters remained deserted.

Civilised and Uncivilised Troops.

THE TRACK OF THE TRAIN FERRY IN THE ICE.

Even here the Russians did not behave fairly to their comrades-in-arms. Anxious to steal a march on the other allies by forcing his way into Pekin alone, the Russian General Linievitch, without informing the other generals, made a night march to the gates of Pekin, but got into difficulties, was repulsed in an assault on the walls, and lost heavily. By a just retribution the British, who had throughout acted fairly, were the first to get into the city next day, though their success was greatly due to the courage of the Americans and Japanese, who delivered simultaneous attacks, and suffered considerably.

Nor was this by any means the last instance of Russian sharp practice in this war. It was decided by the allied generals that a triumphal march through the conquered city should take place on August 28, and there was much controversy as to which nation should lead the way. The Russians were determined by

hook or by crook to obtain this post of honour, realising the prestige it would give them with the Chinese. Finally, it was determined that the nation with the most troops on the spot should lead the way. That nation was Japan, who had 11,000 men in the Pekin Expedition. But General Linievitch was quite equal to the occasion. Turning to the Japanese General, Yamaguchi, he said to him: "How many troops have you?" With a literal regard for the truth, the Japanese soldier answered: "Eleven thousand." "Well, I have fourteen thousand," was General Linievitch's reply; "that settles it."

Russian Sharp Practice.

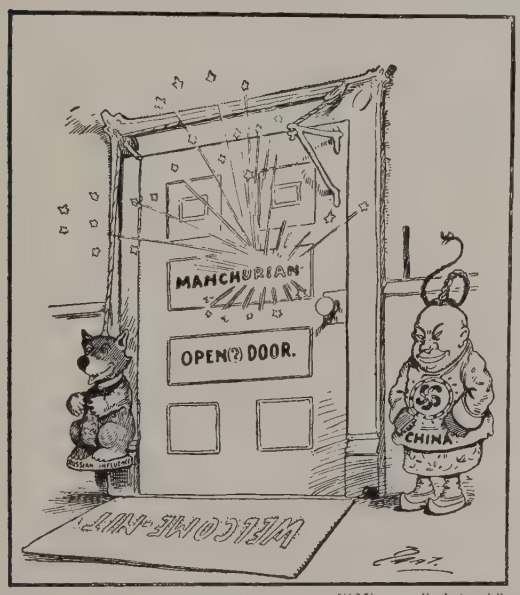
Four days later the same Russian General admitted that he had not more than 5,000 men. Thus, by fraud and misrepresentation the Russians had obtained the first place in the march through Pekin. "I am astonished to hear that you have sent away 9,000 men in the last few days," said an American officer to General Linievitch, when he heard the admission made as to Russia's true force. But the incident was typical of Russian conduct in the Far East before and after the relief of Pekin. It may also explain why Japan has since paid not the smallest attention to Russian statements and assurances. "Once bitten, twice shy."

["N. Y. American."

THE MEANING OF "TEMPORARY."

"And what do you mean," asked the Mikado, "when you say your occupation is to be temporary?"

"Why," replied the suave Czar, "we mean that we don't expect to be here through all eternity."



["Minneapolis Journal."

THE OPEN DOOR.

Viewed from within Why it is closed.

The Japanese carried home from this war a more profound belief than ever that certain States of the West respected nothing but brute force; that their ruling principle in dealing with Japan was "one law for me, another for thee," since they had committed atrocities far worse than those at Port Arthur, against which such an outcry had been raised. When the Boxer rising spread to Manchuria, the Russian excesses there were fearful. "In war, burn and slay," was the order given by General Gribsky, who is still in command. In those hours the East learnt that Christianity had another side, and that the highest civilisation might not prevent the slaughter of thousands of innocent men, women, and children.

Russian Conduct in War and Peace.

When, after the fighting, an attempt was made to compel China to punish those who were guilty of instigating the Boxer excesses, Russia intervened. She officiously dissociated herself from the other civilised Powers, and asked of China as her price for this favour additional concessions in Mongolia and Chinese Turkestan, while she also demanded the right to occupy with her

["Minneapolis Tribune."

AN OLD TRICK.

The Bear: "I'll go in backwards, and make them think I'm coming out."

THE FIRST SHOT: SCENE ON BOARD A JAPANESE BATTLESHIP GOING INTO ACTION.

Here the gun-crew is seen watching the effect of the sighting shot from a 6-inch quick-firing gun. Before the great 12-inch guns are brought into action it is usual to fire a sighting shot from one of the 6-inch pieces. The men are encouraged to watch the effect of their fire.

[Drawn by R. Caton Woodville.

[Bulla Photo.
THE CZAR INSPECTING THE GUARDS REGIMENT OF THE NAVY BEFORE EMBARKATION

troops the whole province of Manchuria. As at the very beginning of the Chinese disturbances she had given herself, and obtained from other Powers, guarantees against everything conducing to the partition of the Chinese Empire, this was an act of remarkable perfidy. At the same time, she claimed an indemnity on the basis of the number of men she was supposed to have employed in the field, and multiplied the actual figures by two, thereby defrauding China of a large sum.

Events were drawing China closer to Japan; and the resistance of the Japanese diplomatists at Pekin to these Russian demands, backed by America and England, prevented the Chinese Government from giving way at all points to Russia. Finally, an agreement with Russia was signed by China in which Russia promised, "if no further rebellion occurs, and action on the part of the Powers does not interfere," to evacuate Manchuria by April 8, 1903, a date which was subsequently altered by Russia to October 8. She had taken possession of that province in the course of the operations, and was now

Russia's Promise to Evacuate Manchuria.

[Bulla Photo.
OFFICERS OF THE GUARDS REGIMENT OF THE NAVY WAITING THE CZAR'S ARRIVAL.

[Bulla Photo.
GUARDS REGIMENT OF THE RUSSIAN NAVY WAITING THE INSPECTION OF THE CZAR BEFORE EMBARKATION.

A JAPANESE COUNCIL OF WAR. Drawn by a Japanese artist.

FATHER JOHN OF CRONSTADT BLESSES ADMIRAL MAKAROFF ON HIS DEPARTURE TO PORT ARTHUR TO SUCCEED ADMIRAL STARK AS COMMANDER OF THE PORT ARTHUR FLEET.

hastened to complete her railways through it. The Japanese foreboded trouble, but they received the invariable Russian assurances that Manchuria would be given up in due course. At the same time Russia began in late 1901 to make overtures to the Japanese. Realising the fact that they were becoming formidable, she attempted to draw Japan into an alliance against England, whose hands were then full with the South African War. Proposals were made to the effect that Japan should abandon all hope of expansion in Asia, and look oversea, to the Malay Archipelago, and to the weak and defenceless colonies of Australia. With these proposals in his pocket, in 1901 the Marquis Ito visited England. Japan must have an ally; she could not stand alone face to face with the Triple Alliance in the Far East. Was her ally to be England or Russia? She leant to England, desired ardently the friendship of England.

Japan's Alliance with England.

In January, 1902, like the shock of an earthquake, came the news of the alliance between England and Japan. It was of the utmost value to England, as affairs in South Africa were going none too well, and the danger of intervention had not passed; it forthwith

[Drawn by Norman Wilkinson.

SECTION OF A JAPANESE TORPEDO-BOAT DESTROYER DURING A NIGHT ATTACK ON WARSHIPS.

The T. B. D. is a torpedo-boat of a very high speed, which came into existence in 1893. The average boat used by the Japanese has a displacement of 350 tons. They are about 215 feet long, and their beam is 21 feet. The thickness of their plates varies from five-sixteenths of an inch to three-sixteenths. The average speed is 31 knots an hour. The crew numbers 60, including officers and men.

ADMIRAL MAKAROFF, IN COMMAND OF THE RUSSIAN FLEET AT PORT ARTHUR.

Born 1848; was a Lieutenant in the Russo-Turkish War; was with Skobeleff in Turkestan; invented the ice-breaking vessel, and personally tested it in the Arctic Seas.

contracting Power should come to the assistance of that ally, and conduct war and make peace in common.

In England the Treaty was viewed with satisfaction; in Japan with enthusiasm. Both British Parties loyally accepted it, and there was an honourable absence of any attempt to make party capital out of it. It was one of the causes of the speedy end of the South African War, while it strengthened the hands of Japan immeasurably. There was no hostile purpose behind it. It

The Full Recognition of Japan.

REAR-ADMIRAL STARK

Was in command of the Russian Fleet at Port Arthur when it was attacked by the Japanese. It is said that a ball was being held in honour of his wife's birthday when the attack was made. Has been superseded by Admiral Makaroff. Admiral Stark was born 1846.

sounded the knell of the Boer hopes that some foreign Power would come to the aid of the Republics. To Japan it was of equal value. It guarded her rear and prevented a combined attack from being made upon her by an alliance; and she had reason to apprehend such an attack. Its terms were simple and concise. The First Article declared that neither Power entertained any aggressive ideas, but that either was at liberty to take any measures required to protect its special interests in China or Korea. The Second Article ordained that if either Power, while taking those measures, should become involved in war, the other would maintain neutrality, and use its efforts to induce others to do the same. The Third and all-important Article laid down that if any other Power or Powers should join in hostilities against one ally, the second

VICE-ADMIRAL ALEXEIEFF

Is Viceroy of the Russian Dominions in the Far East. Was responsible for Russia's refusal of the Japanese terms, and is in supreme command of the Russian Forces. Has been Russian Naval Attache at Tokio.

merely contained a warning that Japan might fight if her interests in Korea were menaced; and it should have cleared the air. It was the full and final recognition of Japan as a great and civilised Power, and the foresight of England has rarely been more clearly shown than when this Treaty was concluded. For while others were deriding the Japanese as a race of mere imitators, of children, of semi-civilised savages, she whose sons had trained the Japanese Navy, and had fought side by side with the Japanese troops in the advance to Pekin, alone recognised the great qualities of the new race. Both parties to the Treaty attempted to obtain an amicable understanding with Russia, the more anxiously as England was now reconciled with France, and sincerely desired to avoid a quarrel with the friend of her new friend.

A JAPANESE CAVALRYMAN.

CHAPTER V.

RUSSIA'S ADVANCES IN MANCHURIA AND KOREA.

RUSSIA did not meet these advances in a friendly manner. Her conduct in Manchuria was that of a conqueror; she behaved as though the country belonged to her, and speedily made it clear that British traders would not be permitted to enter the province.

Russian Conduct in Manchuria.

In the old days, when China was supreme in Manchuria, British trade had been paramount; now the British merchant was driven from the scene without so much as an apology, though all the time in Europe Russian representatives were talking vaguely to British statesmen of evacuating Chinese territory as soon as order was restored, and respecting the rights of other Powers. Whenever Russian ministers or ambassadors were asked about Manchuria, it appeared that the Russian troops were just on the very point of leaving that country. But weeks, months, and years passed, and the troops were still there. Between Russian

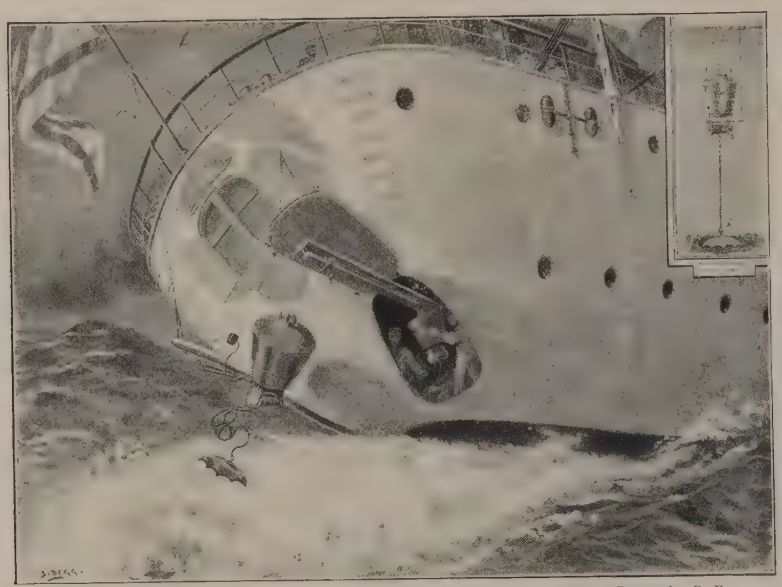
[Drawn by C. W. Wyllie.

SHIPPING COAL AT CARDIFF FOR THE SCENE OF WAR.

Before the outbreak of War, between October and January, over 300,000 tons of coal were shipped from Cardiff alone to Russia and Japan.

words and acts there was an impassable gulf; and even the patience of the British Government began to grow weary.

From the first England had been prepared to concede to Russia certain rights in Manchuria, such as those which she exercised herself in Egypt, though the conditions under which the two countries had been acquired by the two Powers were altogether different; but she asked that, if Russia remained in Manchuria temporarily, she should, like England in Egypt, allow equal facilities to the trade of all nations. Even Japan, with her great trade interests in Manchuria, was ready to allow the Russian occupation to continue under conditions, the most important of which was that Russia should concede to Japan a position in Korea similar to that which she held herself in Manchuria.



[Drawn by S. Begg.

THE BITER BIT: THE RUSSIAN MINE TRANSPORT "YENESEI."

This shows the vessel depositing a mine through its port. When a passing ship touches any of the studs in the head of the mine, the mine explodes. The "Yenesei" was destroyed by one of her own mines at Dalny. "Observing a floating mine, it approached it to fire on it, and drifted on to a neighbouring mine, which exploded under the vessel's bows."

The whole of 1902 passed in long-protracted negotiations, without other result than to draw China closer to Japan, as Russia, not content with the possession of Manchuria, now began to assert claims to the Chinese province of Pechili, in which stands Pekin itself, and to send troops into Mongolia, thus terrifying the Chinese, while at the same time the Russian agents on the Korean frontier redoubled their activity.

Russia Advances Towards Korea.

In the spring of 1903 reports reached Pekin and Tokio that a Russian force had crossed the River Yalu, which formed the boundary between Manchuria and Korea, and showed every intention of establishing a permanent settlement in Korean territory. Russia had managed to extort from the weak Korean Government a concession to cut timber in the valley of the Yalu; but when challenged at this point, her representative alleged, first, that the Russians in Korea had no armed men with them, and, secondly, that if there were armed men, these were wanted to protect the tree-cutters against Korean bandits. This was a violation of the Russian treaties and understandings with Japan, while it was at the same time calculated greatly to alarm the Japanese, who, it was well known,

[Photo Symonds & Co., Portsmouth

MINES AND COUNTER-MINES EXPLODING.

would never permit Korea to pass under Russian domination.

Already irritated at the manner in which Russia had seized Manchuria, at the time when the Japanese troops were marching to Pekin to save the Legations, they saw in this manœuvre an attempt to repeat in Korea the tactics which had succeeded so well in the north of China. Under cover of a cloud of promises and assurances, Russia was invading and occupying Korean territory. As for the Korean Government, the Japanese well knew that this was too weak to offer effective resistance to any Power with a couple of regiments at its service.

What increased the Japanese anxiety was the steady augmentation of the Russian Naval Forces in the Far East. In 1898, the Czar, as we have seen, had ordered a special naval programme to be taken in hand, about the time when he convened the Peace Congress. Six battleships, ten cruisers, and fifty torpedo craft had been laid down, as was given out, expressly for the Far East. Now these ships began to draw near completion, and as each was completed it left always for the Pacific.

Russian and Japanese Naval Preparations.

On their part the Japanese had strained every nerve, and spent every penny which they could spare by the utmost self-denial, in the construction of battleships and cruisers, and the training of their Navy. They had accumulated immense stocks of guns and reserve ammunition, and it was noted as a sign of their foresight and intelligence that the pattern of their ammunition was the same as that of the British Navy, so that, if the two forces had had to act together, either could have drawn upon the supplies of the other—and this though much of the ammunition had been ordered years before the alliance. The Japanese Army also had been doubled, and raised to the highest point of efficiency. As a fighting Power Japan had made gigantic strides between 1894 and 1903.

There was a race between the two navies,

SUBMARINE MINES GUARDING A HARBOUR ENTRANCE.

The object of these mines is to guard the entrance. They are metal receptacles which hold a large charge of explosive. Some have a "contact head," which if touched by a vessel explodes the mine. Others are discharged by electricity controlled from the shore, and fired when a ship is near. The Russians used the former in Port Arthur.

[Stereographs copyright Underwood & Underwood, London & N.Y.

SHIPPING CATTLE ON LIGHTERS AT CHEFOO FOR THE RUSSIANS AT PORT ARTHUR.

unending stream: the battleships *Peresviet*, *Petropavlosk*, *Poltava*, *Sevastopol*, and the cruisers *Gromovoi*, *Rossia* and *Rurik*, were, in March, reinforced by a number of destroyers and by the fast cruisers *Variag* and *Askold*. The first-named had been sent on the voyage out to show her four funnels in the Persian Gulf; and it is said that the people of the Gulf were greatly impressed by this prodigious display of smokestacks. She was a new American-built fast cruiser; the *Askold*, which rejoiced in an even greater number of funnels, was German-built, and, like the *Variag*, of high speed.

In May came a fine battleship, built in the United States, the *Retvizan*,

Japanese and Russian, in the building of ships, and the Japanese won. In 1897, the first of their battleships arrived, the YASHIMA and FUJI, from England.

Japan's Fleet.

Between then and 1902, the battleships SHIKISHIMA, ASAHI, HATSUSE, and MIKASA, and the armoured cruisers ASAMA, TOKIWA, IDZUMO, IWATE YAKUMO, and ADZUMA, came out, and Japan found herself in possession of twelve fine and modern armoured ships—a squadron for fighting power nowhere excelled in the world. In 1902 she was far superior to Russia, whose programme was not then complete. She might have struck with overwhelming odds in her favour. The fact that she did not is conclusive evidence that she did not wish for war, and that she still hoped to settle her difficulties with Russia amicably.

In 1903 the balance of naval power on paper began to incline, at first slowly and imperceptibly, and then markedly, in Russia's favour. The new Russian ships were sent out one by one, or in small squadrons, so as to cause as little alarm as possible. But they came on in an

[Drawn by John Charlton.

DETRAINING JAPANESE CAVALRY REMOUNTS AT A DEPOT

RUSSIAN CAVALRY AT THE TREATY PORT OF NEWCHWANG. [Drawn by O. Gerlach
Newchwang was captured by the Japanese in 1895, but restored to China under pressure of France and Russia.

accounted, after the *Mikasa*, the best warship in the Far East; and with her were more cruisers, the *Diana* and *Pallada*, and the vessel *Novik*, of peculiar type, built for the special purpose of destroying the venomous destroyer. In June the cruiser *Bogatyr*, of a powerful type and very high speed, and the *Boyarin*, similar to the *Novik*, were added to the fleet of Vice-Admiral Stark, the Russian Naval Commander-in-Chief. In July the battleship *Pobieda*—but just completed—arrived, and, but for the fact that accidents had happened, she should have been accompanied by her sister-ship, the *Oslabia*. But this vessel on the way out touched a rock and suffered considerable injury, which detained her in an Italian dockyard for repairs, while at the same time other troubles developed in her machinery. By the summer of 1903 Russia had upon the spot six battleships of the latest type—or as many as Japan—three large cruisers, half a dozen small,

Russia's Fleet.

ENTERING THE PORT OF NEWCHWANG.
The Custom House of Newchwang is in the hands of the Russians. The photo was taken from the bridge of the steamer "Yochow."

[Stereographs copyright Underwood & Underwood, London & N Y

[Cribb Photo.

THE RUSSIAN ARMOURED CRUISER "BAYAN."

It took part in defending Port Arthur from the first attack by the Japanese. It was washing-day when this photograph was taken.

and a flotilla of destroyers. Early in the summer General Kuropatkin, the Russian Minister of War, proceeded to the Far East, probably to ascertain by personal examination of the Russian forces whether the time had come for throwing off the mask and openly annexing Manchuria. There were reports, vague but not improbable, that Russia intended to do this, and to apply her severe protective tariff to all foreign goods entering Manchuria, depriving all foreign subjects—British,

THE CREW OF THE JAPANESE CRUISER "ASAMA." [Photo Abrahams, Devonport.

Japanese, and Americans—of the various concessions and rights which they had years before acquired in the country. But such action on Russia's part might be expected to produce war, and probably the War Minister was sent to find out whether Russia was ready for it A great war council was held at Port Arthur in July, at which all the chief Russian officials in the Far East were present. Their deliberations have not been disclosed to the world, but they probably had reference to the approaching war, and a plan of campaign is supposed to have been settled, by which the Russian Government at home would endeavour to gain time, while the representatives of Russia in the Far East would push forward slowly in Korea. A saying of General Kuropatkin's to the effect that "We are ready" was much quoted at the time. Further naval reinforcements were to be sent out, and it was thought that if the conflict could be delayed till the close of 1904 or rather more than another year, when the new Russian battleships *Tzarevitch*, *Alexander III.*, *Borodino*, *Orel*, and *Suvarov* would to be complete, in addition to the seven battleships which Russia had then out in the East or on the way thither, a Russian victory would be absolutely assured.

MAJOR-GENERAL PFLUG.
Chief of the Military Staff at Port Arthur.

Russia's War Minister Visits Manchuria and Japan.

General Kuropatkin visited Japan, and once more renewed to the Japanese Government the suggestions which had been made on the eve of the alliance with England: that Japan should abandon her friendship with England and turn her eyes to the islands of Malaysia. Whether these offers were sincere may be doubted; they were probably intended to disarm the suspicions of the Japanese and to keep them quiet till Russia had completed her naval programme.

[Drawn by R. Caton Woodville.

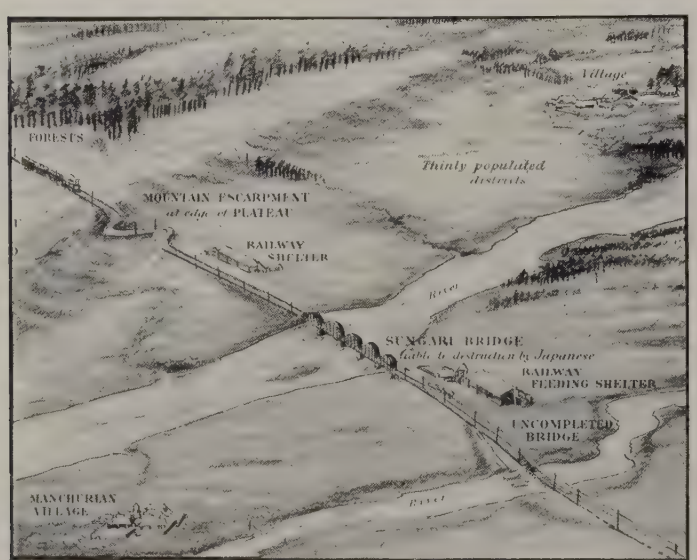
ALARM TORCH AT A COSSACK POST IN MANCHURIA.
This is an ancient form of field telegraph in modern war

THE KING OF KOREA PASSING THROUGH THE STREETS OF HIS CAPITAL—SEOUL.
The King is 54, and has reigned 40 years. His first wife was assassinated in 1895. Mr. Angus Hamilton says that the Imperial procession presents "elements strangely suggestive of burlesque romance and the humours of a pantomime, and looks quite mediæval."

When the proposals were repulsed, General Kuropatkin did not take the trouble to conceal the utter contempt which he felt for the Japanese and their military power.

Possibly it was this contempt for Japan which led Russia to act with unusual precipitation, when to remain inactive and do nothing to cause alarm would have been the wiser course from the Russian point of view. In the summer of 1903, the Japanese Government, with the support of the whole Japanese nation behind it, protested strongly against various Russian aggressions in Korea, and complained that the concession to cut timber was being expanded in a thoroughly illegitimate manner, as Russia now claimed that it covered the whole valley of the Yalu, and had established a settlement at Yongchon, near the Korean port of Wiju.

Russia's Precipitation.



BIRD'S-EYE VIEW OF THE MANCHURIAN RAILWAY AT THE SUNGARI BRIDGE AND NEIGHBOURHOOD.

At the same time Japanese agents in Manchuria reported the stealthy concentration of a considerable Russian force at Antung, a Manchurian town upon the Yalu. The Russians began to connect their new settlements with the Manchurian system of telegraphs, and when the Koreans cut down their telegraph poles, laid a submarine cable to Antung. At Yongampho, to the south of the Yalu, earthworks were rising which looked very

GUARDING THE SUNGARI RAILWAY-BRIDGE. Drawn by G. Montbard.

This railway-bridge is of great importance, and therefore likely to be repeatedly attacked. It is reported that a Japanese Colonel of Engineers and two lieutenants were caught in an attempt to blow it up, and were immediately hanged. The map on the preceeding page shows the position of the bridge.

JAPANESE ENGINEERS LAYING A MILITARY TELEGRAPH IN KOREA.

much as though they were intended to mount guns and command the anchorage; more Russian soldiers arrived, though the Russian diplomatists explained they were really "wood-cutters," armed with rifles and bayonets for their own protection.

More alarmed than ever, Japan in August addressed an ultimatum to the Korean Government, and on the same day that the Russian Minister in Korea, M. Pavloff, demanded that a lease of Yongampho should be granted to Russia, M. Hayashi, the Japanese Minister, informed Korea that if the lease were granted, Japan would suspend diplomatic relations and "take action to protect her own interests." In other words, she would resort to force.

Japan's Ultimatum to Korea.

The Korean Government, terrified by this menace, issued pompous orders that further Russian encroachments were to be prevented; but no one paid the slightest attention to them, as Korea had no means whatever of enforcing obedience. But Japan, with the support of England and the United States, took more efficacious means to counteract the Russian plans. She required the opening of Wiju and Yongampho to the trade of the Powers. Needless to state that M. Pavloff, Russia's agent in the Korean capital, offered the most determined resistance to this project, and the Korean Court was swayed in one direction or the other from day to day, according as the Russian or Japanese parties obtained the upper hand. But the Russians remained in Korean territory.

PLANTING RICE NEAR CHEMULPO. [Adelphi Press Agency

The black bunches are bundles of rice plants. All the operations are done in water.

THE POLICEMEN OF SEOUL AND SOME OF ITS CIVILIANS. [Bolak.

CHAPTER VI.

THE NEGOTIATIONS BETWEEN JAPAN AND RUSSIA.

M. KURINO
Was the Japanese Minister at St. Petersburg who carried on the negotiations before the outbreak of war. He it was who endeavoured to hasten the Russian reply.

ON August 12, exasperated by these tactics, the Japanese Government attempted to arrive at some understanding with Russia by direct negotiations. A proposal was made by it to the Russian Government, by which both Russia and Japan were to recognise the independence and integrity of China and Korea, and the principle of the "open door" to the trade of all nations in both countries, while Japan on her part admitted Russia's special interests in the Russian railway enterprises in Manchuria, and Russia's right to take action to protect those interests, requiring, as an equivalent, that Russia should recognise Japan's special interests in Korea and her right to protect those interests. This was a fair and statesmanlike proposal; it meant that if Russia was to remain in Manchuria, Japan must be permitted to exercise a protectorate over Korea. Immediately, as if in answer to this proposal, on August 13, appeared a Russian proclamation, constituting Admiral Alexeieff, the arch-enemy of Japan, Viceroy of the Far East, with the widest possible military, naval and diplomatic authority. It was an open hint to Japan that Russia had no intention of accepting the Japanese scheme of settlement.

M. PAVLOFF
Was Russian Minister to Korea, but failed to enlist its sympathy for Russia. Left Korea after the war began, being escorted to the coast by Japanese troops.

Japan's Negotiations with Russia.

Japan was anxious that the negotiations should be conducted at St. Petersburg, if only to expedite them, as it was clearly understood by the Japanese that each day gained told in favour of Russia. But the Russian Government made various excuses to prevent this, and finally they were carried on at Tokio.

All through August and September no answer to the Japanese offer could be obtained from Russia, and more Russian troops arrived at Yongampho, while the overland Russian telegraph was reconstructed. At last, on October 3, the Russian Government broke its long silence. Far from recognising Japan's

Russia Refuses a Neutral Zone.

LT.-GENERAL STOSSEL,
Commandant of Port Arthur. Is to command the Third Siberian Army Corps. Declared that Port Arthur would never surrender.

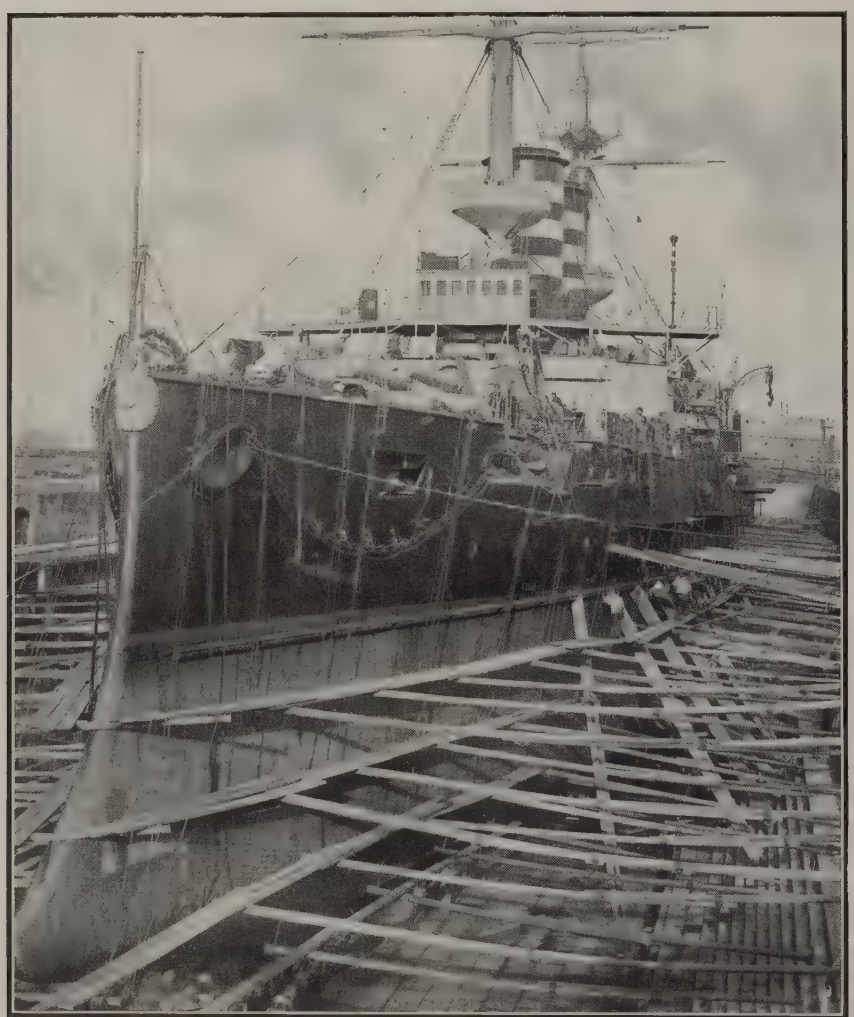
superior interests in Korea, or admitting the principle of the "open door," it asked Japan to declare Manchuria and its coast to be entirely outside the Japanese sphere of interest. In Korea, Russia proposed a "neutral zone" north of the 39th parallel of latitude, which included the whole of the north of Korea, and the valuable ports of Chinampho, Yongampho, and Wonsan. In the south of Korea, Japanese interests would be acknowledged, and Japan might send troops to that part of the country. But she was not to use any part of the country for strategic purposes, or to fortify any of the ports.

[Cribb Photo.

Practically this meant that the whole of the north of Korea was to be given over to Russia, and that in the south the Japanese were not to establish themselves securely; while at the same time all the Japanese interests, trade and investments in Manchuria were to be abandoned. The Japanese Government could not for one moment admit such a settlement, and, as a hint to Russia, it sent a Japanese warship to Yongampho. The Russian reply was not long in coming.

First Movements of the Fleet.

In October the two powerful new Russian warships, *Tzarevitch* and *Bayan*, started from Toulon for the Far East. The *Tzarevitch* was the finest and fastest battleship in the world, the *Bayan* was a splendid armoured cruiser. It was plain that the arrival of these ships in the Far East would greatly modify the balance of power, and no one would have felt any surprise had Japan



Cribb Photo.]

TWO VIEWS OF JAPAN'S MOST POWERFUL BATTLESHIP, THE "MIKASA."

It was built at Barrow-in-Furness; is of 15,200 tons; has a coal endurance of about 3,000 miles at full speed. These photos were taken in Portsmouth Dock

JAPANESE TROOPS LANDING AT CHEMULPO, KOREA—1904.
"The Times" correspondent says that "the landing excited the admiration of all professional witnesses."

replied to the news of their despatch by an ultimatum. But once again she showed her singular patience and anxiety to avoid a conflict with a terrible adversary.

A new scheme was submitted by the Japanese Government to Russia on October 30. It declined to acknowledge that Japan had no interests in Manchuria, and it proposed to Russia that if a neutral zone were established in Northern Korea, there should be one of equal breadth in Manchuria. To this no reply whatever was returned by Russia until December 11. Six weeks passed, during which again and again Japan pressed for an answer, but always in vain.

The Story of the Negotiations.

In the meantime the *Tzarevitch* and *Bayan* arrived; the Siberian railway was blocked with trains carrying troops to the Far East; every available steamer was taken up by Russia and freighted with Welsh coal for the Far East; the Russian Volunteer cruisers left weekly, laden with troops and military stores for the Far East; and the new battleships building in the Baltic were pressed forward with all possible speed towards completion. In early December, the Russian Government attempted to buy two very powerful battleships which had just been completed in England for Chili. Alarmed at the disturbance in the balance of naval power which would have been caused by such a purchase, the British Government stepped in and acquired the ships.

[Stereographs copyright Underwood & Underwood, London & N. Y.
ON THE WHARF AT CHEMULPO.

TO THE WAR. JAPANESE SOLDIER'S FAREWELL TO HIS FAMILY.

The Russian reply of December 11 made no reference whatever to Manchuria, and renewed the objectionable Russian demands with regard to Korea. Japan was asked to concede everything; Russia was to give nothing. The annoyance of Japan was the greater, as the date had already passed on which Russia had promised to evacuate the southern provinces of Manchuria. October 8 was the day, but, as if to show their scornful disregard for their treaty engagements, on October 28 Russian troops had re-entered Mukden, alleging that the Chinese were unable to maintain order. The situation had thus grown steadily worse. Immediately the Russian reply was received, Japan requested Russia to reconsider it, with the intimation that she could not for one moment accept its terms. On December 11, the Japanese Diet was dissolved, as it had passed a vote of want of confidence in the Japanese Ministry for its conduct of the negotiations, which was thought to be too weak.

October 8 Passes.

[Haines photo.
A JAPANESE MARINE.

Efforts were made in the next few weeks by England and France to bring about a compromise, and the British Government is believed to have warned Russia that Japan was thoroughly in earnest, and that her Navy and Army were highly efficient. The warning was, however, disregarded. Towards the close of December the Japanese Navy was mobilised, and the Japanese Government received authority to expend all available funds upon military preparations, if such were required. Two powerful armoured cruisers which were building for the Argentine Government in Italy, and which were ready for sea, were purchased by Japan, and crews to take them to the Far East were obtained in England and sent overland to Genoa. This was a reply to the news that the Russian battleship *Oslabia*, armoured cruiser *Dmitri Donskoi*, protected cruisers *Aurora* and *Almaz*, and eleven torpedo craft had been ordered to assemble in the Mediterranean and proceed to the Far East.

Japan's Military and Naval Activity.

Each side was now visibly preparing for war, though the Russians protested that nothing was further from their thoughts than a conflict, and alleged that their concessions were such as to satisfy every reasonable Japanese. They claimed that because they owned Manchuria they could not permit Japan to predominate in Korea, forgetting that they had themselves no right whatever to be in Manchuria, and that, indeed, if their own diplomatists' assertions could be

THE RUSSIAN CRUISER "ROSSIA," ONE OF THE VLADIVOSTOCK FLEET. [Cribb photo.

[Cribb photo.

THE JAPANESE BATTLESHIP "SHIKISHIMA" PASSING OUT OF PORTSMOUTH HARBOUR.

[Cribb photo.

THE RUSSIAN BATTLESHIP "POBIEDA," ONE OF THE PORT ARTHUR FLEET.

believed, they were not there at all!

Bulla Photo.]

THE CZAR VISITS THE RED CROSS NURSES WHO ARE GOING TO THE FRONT.

A Russian note of January 6, sent in answer to the Japanese request that Russia should reconsider the Japanese demands, was wholly unsatisfactory. It blandly reiterated the inadmissible proposals of October 30, with only this "concession": That Russia, while requiring from Japan an admission that Manchuria was outside the Japanese sphere, would allow Japan and other Powers to exercise within that territory any rights they might have already acquired by treaty from China. But Japanese settlements were to be excluded, which meant that no Japanese would be permitted in Manchuria except by Russia's leave—and that leave would not be forthcoming. Even so, Japan was required, as the price of this precious "concession," to admit the Russian demands with regard to a neutral zone in Korea, and to give a promise on her part to abstain from fortifying any point on Korean territory. The negotiations were, after five months, exactly where they had begun. What made the Russian tactics particularly irritating to the Japanese was that the Continental, and particularly the German, Press insisted that such extraordinary moderation had been shown by Russia that war was now absolutely out of the question.

Further Negotiations.

THE CZAR OF ALL THE RUSSIAS.
Nephew of King Edward VII.

A week followed during which the Japanese Government considered this Russian missive, while further Russian reinforcements left daily for the Far East, and it became known that Admiral Alexeieff was contracting for the delivery of 200,000 tons of coal at Port Arthur in the spring of 1904, since he is believed to have fixed the summer of 1904 for his war. On

[From the "Minneapolis Times."

AN AMERICAN VIEW OF RUSSIA'S PACIFIC INTENTIONS BEFORE THE WAR.

THE EMPEROR OF JAPAN.
It is not permitted to photograph the Mikado, but this is an excellent portrait. He is making great personal sacrifices to raise funds for the war.

properly belongs to the war operations. There were reports that Japan would declare war immediately after receiving the Russian reply, but nothing of the kind happened. Meantime Russia, who had kept Japan waiting for weeks and months when Russian replies were in question, now began to complain that the Japanese did not instantly answer the last Russian note, and to allege that the Japanese were gaining time to complete their preparations. This was not a little reminiscent of the fable of the Wolf and the Lamb, since the truth was that Russia had been employing the long intervals which she had gained in perfecting her armaments. On January 13, however, Japan invited the Russian Government to reconsider its attitude, couching the Japanese note to St. Petersburg in such a form that it was clear to anyone that the only alternatives were concession by Russia of the original Japanese demands or war.

Russia's Procrastination.

And now the Russian Government, after all its complaints of Japanese delays, gave a fine example of the art of procrastination. Day followed day, week followed week, and there was no Russian reply. The Japanese minister at St. Petersburg, M. Kurino, pressed not once but repeatedly for a plain answer. He was put off with evasive words.

their part the Japanese were not inactive, nor did they allow their preparations to be outstripped by the Russian. On January 8, the two armoured cruisers purchased from the Argentine, and renamed the NISSHIN and KASUGA, left Genoa. The extraordinary rapidity with which they were got to sea speaks volumes for the organising capacity of the Japanese. In charge of them were two officers of the British Naval Reserve, Captains Lea and Paynter, which, of course, was no violation of neutrality so long as war had not been declared. It now remained to be seen whether the numerous Russian ships in the Mediterranean would attempt to intercept them; but their progress through the Mediterranean and Red Sea, though eventful enough, was untroubled by attack. It will be dealt with in greater detail in a future chapter, as it more

Japan's New Cruisers.

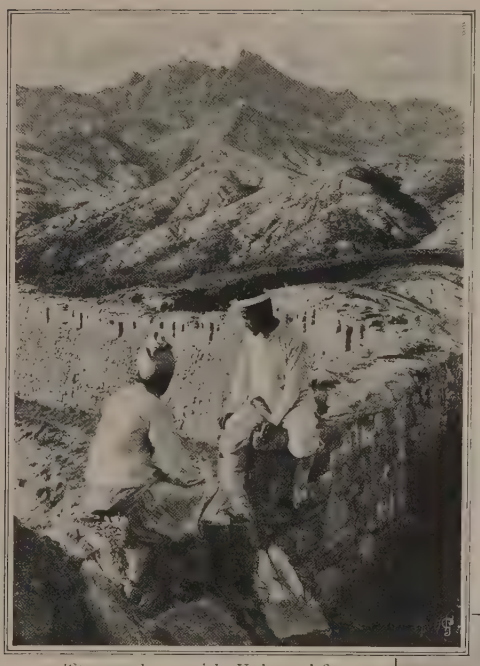
[Haines photo.
VISCOUNT HAYASHI AND VICE-ADMIRAL IJUIN, OF THE "ASAMA."
The Japanese Minister to Great Britain negotiated the Treaty between Japan and Great Britain

SCENE IN THE STREETS OF TOKIO WHEN WAR PICTURES WERE EXHIBITED.

Now Count Lamsdorff was just about to resume control of the negotiations —and he was supposed to be in favour of peace— now this point or that had to be referred to Admiral Alexeieff at the other end of Asia. It might almost have been supposed that the Russians were ignorant of the art of telegraphy.

What was happening in these weeks of final delay was that a great struggle was proceeding between the peace and war party in the Czar's entourage. One of the chief advocates of war was a certain M. Bezobrazoff, one of the Czar's most trusted councillors, who was deeply interested in the Yalu timber-cutting concession. Another was the Grand Duke Alexander Mikhailovitch, a near relative of the Czar, and General-Admiral or Admiral-in-Chief of the Russian Navy. On the side of peace were supposed to be M. Witte, the famous Minister of Finance, and Count Lamsdorff, with General Kuropatkin. But even they

THE OUTBREAK OF WAR. EXCITING SCENES WERE WITNESSED ROUND THE WINTER PALACE AT ST. PETERSBURG, THE CZAR'S RESIDENCE, WHEN WAR WAS DECLARED. THE POLICE AFTERWARDS PROHIBITED THE CROWDS, FOR POLITICAL REASONS.



[Stereographs copyright Underwood & Underwood, London & N.Y.

THE OLD WALL ROUND SEOUL.

With the Germans, when they occupied Kiau-chau, they would probably have said to Japan, if they had spoken the inmost thoughts of their mind, "common-sense must show you the necessity of yielding to superior force."

On the Russian New Year's Day, January 14 in the Western calendar, the Czar received the ministers of the various Powers in the famous Great White Hall of the Winter Palace. There was general curiosity as to the reception which he would accord to the Japanese minister, M. Kurino. But the Czar went up to him, and, addressing him in the friendliest manner, declared that Russia sought to establish the most amicable relations with Japan, and that he, the Czar, hoped that a settlement favourable and just to both nations would be reached. It was afterwards said, however, that amid these kindly words was a covert menace in an allusion to the immense power and infinite resources of Russia. To the other diplomatists the Czar declared on the same occasion: "I intend and wish to do all in my power to maintain peace in the Far East." At the same time Admiral Alexeieff announced in a General Order to the Russian troops in the Far East that it was the Emperor's will that peace should be preserved.

THE PRIME MINISTER OF KOREA.

The Czar and the Japanese Minister.

only sought to postpone the struggle till Russia was ready for it. At times it seemed that they might win over the Czar; and when M. Bezobrazoff took a journey "for his health" it was supposed that he was in disgrace. But suddenly at the last moment the Czar changed his attitude. From being pacific he became bellicose, and his decision meant immediate war.

Apparently it was decided to delay indefinitely before replying to Japan, so as to give Admiral Alexeieff the maximum of time to complete his preparations. The Admiral had all through pretended that under no circumstances would Japan fight, but that her attitude was "bluff," and nothing else. He had succeeded to some extent in indoctrinating the Czar and the Russian authorities with this comforting delusion; indeed, the mere idea of a wretched little country like Japan venturing to face in arms the immense might of the Czar seemed to most Russians absolutely ridiculous. The question of right did not occur to them.

[Stereograph copyright by Underwood & Underwood, London & N.Y

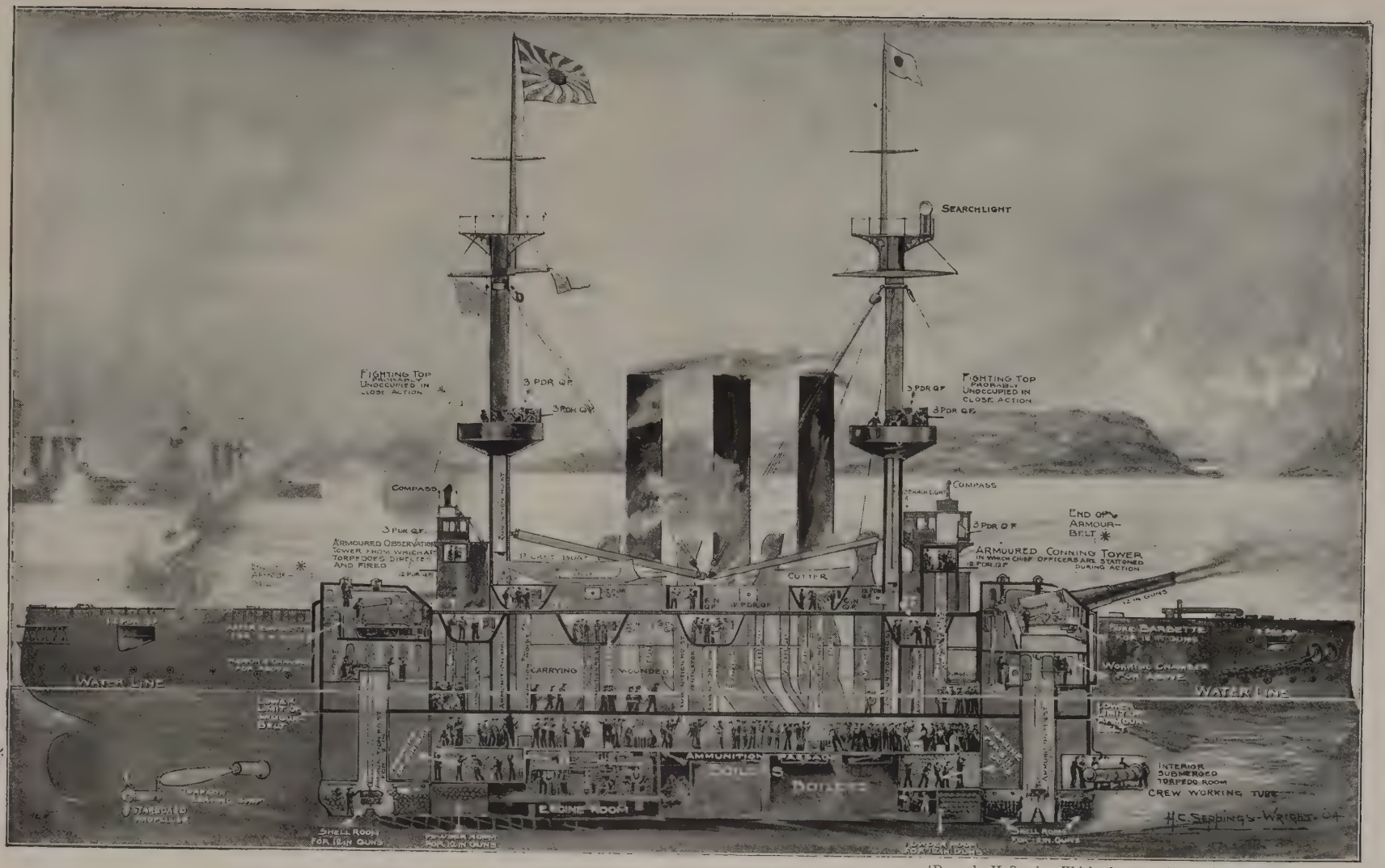
KOREA SOLDIERS MARCHING PAST THE PALACE GATE AT SEOUL.

Haines Photo.]
JAPANESE BLUEJACKETS AS BARBERS ON THE "MIKASA."

These assurances for the moment inspired confidence. But days passed. There was no Russian reply to the Japanese note, and Russian troops and ships continued steadily to move Eastwards. Men once more began to ask themselves whether this pacific attitude was not a mere pose, adopted to screen the Russian armaments. In the Far East fresh complications had been caused by the fact that China had opened to international trade as treaty ports the Manchurian towns of Mukden and Antung, despite the resistance of the Russian agents, while Korea was preparing to open Wiju, which place was then in Russian occupation. At the same time it was openly announced that a Russian rifle regiment had left for Korea, which was a fresh and audacious contravention of Russian treaty engagements with Japan. A Russian general in the Czar's immediate entourage described the position thus in the middle of January: "Japan and Russia," he said, "are like two prize-fighters, each stripped and ready in the ring, waiting for the fight. Each knows that the fight will be a hard one, and that he is going to be severely punished. Even the stronger man, who feels that he is going to win, is reluctant to draw first blood."

Meantime the irritation

[Drawn by R. Caton Woodville.
A RUSSIAN FIELD RAILWAY CROSSING AN ICEBOUND RIVER.
In cases like this the sleepers are very long, so that the weight may be well distributed



[Drawn by H. Seppings Wright. from material supplied by the Elswick Works.

THE INTERIOR OF THE JAPANESE BATTLESHIP "HATSUSE" AT A GLANCE.

The extent to which this ship is armoured is shown by the line just below the water-line. Eacn gun has its own hoist for ammunition coming from the magazines. The smaller charges for the guns in the fighting-tops are sent up the hollow masts in boxes. The big guns can fire three 850lb. shells in two minutes. In accordance with the wishes of Messrs Armstrong, only a general outline of the vessel's arrangements is given.

KOREAN REFUGEES FLEEING SOUTHWARDS.

Mr. F. McKenzie, the "Daily Mail" War Correspondent, on his journey north from Seoul, telegraphed: "It is a most pitiful spectacle to see the Korean refugees fleeing southwards, women with babies on their backs, and men carrying household furniture, tramping through the heavily falling snow."

commanding the standing squadron had in October before been replaced by the most capable and dashing officer in the Japanese Navy, Vice-Admiral Togo, who was now being given time to train his captains. At Sasebo waited the six battleships, as many armoured cruisers, a large fleet of protected cruisers, and the flotilla of destroyers and torpedo-boats, painted their war colour, fully manned, cleared of all woodwork, and in perfect readiness for battle when the statesmen should give the word. It was such a force as the Far East had never seen before, and the Japanese might be pardoned for a feeling of pride when they looked upon this fruit of their efforts and self-sacrifice, and realised that latent in this superb fleet was that all-precious possession—the command of the sea. In the fleet itself orders had been given that there was to be no

How Japan Prepared for War.

in Japan was growing daily. The whole nation felt that it was a case of "now or never," that the Russian promises were worthless, and that each day's delay told in favour of Russia and not of Japan. Ominous denunciations were heard of the procrastination of the Cabinet and Elder Statesmen, and the cry was even raised that the time had come for the Marquis Ito to die, since he above all others was identified with the policy of waiting. But, as a matter of fact, the Japanese Government was working hard and making every preparation for war, should Russia, as now seemed probable, refuse to grant the Japanese demands. The arsenals were busy; steamers were taken up to serve as transports; a large army concentrated at Hiroshima on the Inland Sea; the admiral

YUN SHI HO.

Leader of the Progressive Party in Korea. An American Graduate and a Commercial Expert.

GENERAL KUROPATKIN IN HIS LIBRARY. [Bulla Photo.

surrender to the battle-squadron of the Czar. Her consorts had instructions to fire upon any Japanese vessel that hoisted the white flag.

In Korea these last weeks and days passed in a pantomimic performance which supplied the relief to the tragic side of the quarrel with Russia. A fierce and evenly-sustained conflict proceeded at the Korean Court between the Japanese and Russian Ministers, in which the Japanese were generally supported by the

GENERAL KUROPATKIN'S BODYGUARD, WHICH ACCOMPANIED HIM TO THE WAR. [Bulla Photo.

PRINCE YI CHAY SOON,
The confidant of the Korean Emperor. Known as the fat prince."

British and American Ministers. A similar conflict was in progress at Pekin. Now the Korean Emperor would protest his attachment to Russia, and now again, stricken with panic, he would insist upon his devotion to Japan, and produce by the ream ordinances of reform, to which no one paid the slightest attention. In all directions disorder appeared. The Tonghaks, who had risen in 1894, and so brought on the war between Japan and China, once more broke forth into rebellion; the crowds in the capital menaced all foreigners, and guards were hurriedly obtained for the various foreign Legations. The wildest stories were in circulation and were credited. Now it was said that Japan was pouring disguised soldiers into Korea; now that the Russian "woodcutters" in the north were moving south. From hour to hour war appeared certain to break out, but still Russia procrastinated, and Japan kept the peace with a patience which was veritably heroic.

Disorder in Korea.

War would probably have come in January but for a fresh Russian ruse. The Japanese Government was informed that a Great Council would be held in St. Petersburg on January 28 to decide Russia's answer, and that as the members of

A KOREAN PRINCE, MIN YONG QUAN,
The Lovelace of the Court, who, with Prince Yi Chay Soon is a leader of Korean Society.

THE OFFICERS OF THE JAPANESE BATTLESHIP "MIKASA." MOST OF THEM WEARING THE CHINA MEDAL. THEY INCLUDE CAPT. G. HAYASAKI AND COMMANDER NISHIGAMA.
[Cribb Photo.

the Council would have to be summoned in some cases from distant points, no earlier meeting could be held. But January 28 and the following day passed, and there was still no answer, nor could M. Kurino extract any promise of a definite date for the reply from the Russians. On the other hand, it began to be openly reported that more of the Grand Dukes had joined the War Party, including the Grand Dukes Vladimir and Sergius; that permission had been given to Admiral Alexeieff to begin hostilities when he liked, and that a "paternally worded" Note to Japan was in preparation which would blandly refuse to concede her requests and inform her that Russia also had a minimum beyond which she was not disposed to go. The French and German Press, however, was filled by Russian agents with absurd stories that the Russian reply would be found to grant everything, and so obviate war, the object of this falsehood being to prevent French and German holders of Russian securities from getting rid of their Russian stock and thus sending its price down.

A Russian Ruse.

ONE OF THE RUSSIAN VOLUNTEER FLEET COALING AT PORT ARTHUR.

[Stereographs copyright Underwood & Underwood, London and N.Y.

THE MAN OF PEACE AND THE INSTRUMENT OF WAR.
A Russian priest on board a man-of-war, of which he is chaplain.

On February 3, war became certain. That day the Elder Statesmen and members of the Japanese Cabinet held a prolonged council, at which the leading Japanese soldiers and seamen were present. At this council the decision was reached to break off

PORT ARTHUR, THE RUSSIAN HEADQUARTERS—

Fort — Naval & Military Headquarters. — Torpedo Dock.

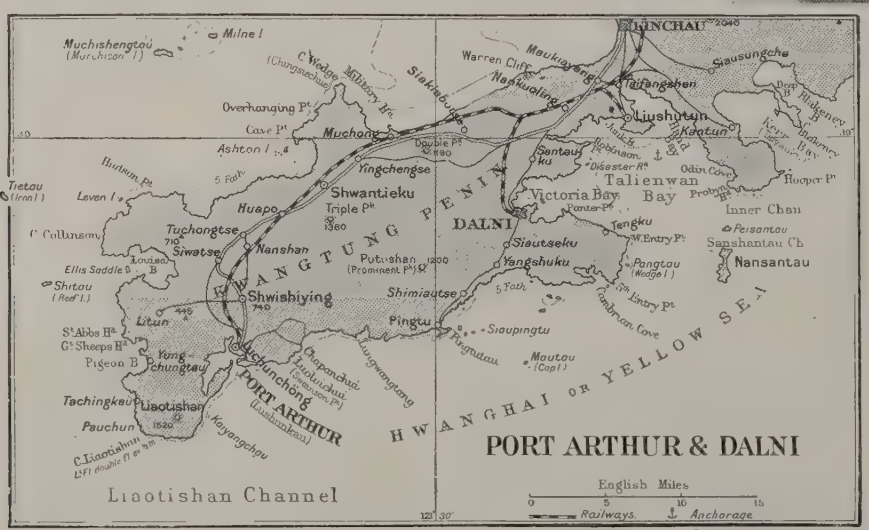
negotiations with Russia on the 6th, if no reply was received before, and to put the fleet in motion, after a brief respite, to give the Russians fair opportunity to make their last preparations. Orders were telegraphed to Singapore for the two armoured cruisers KASUGA and NISSHIN to leave without fail on February 6 and proceed straight to Japan. The Council was probably sitting when the news came in from Japanese agents that the great Russian Fleet at Port Arthur was also on the move. Its battleships and cruisers were being warped and towed out of port all January 31, February 1, and the following day. There was every indication that Admiral Alexeieff was getting ready to make use of the power which had been granted him—to begin the war.

On the Eve of War.

[Topical Press.

THE SILENCER OF THE PRESS.

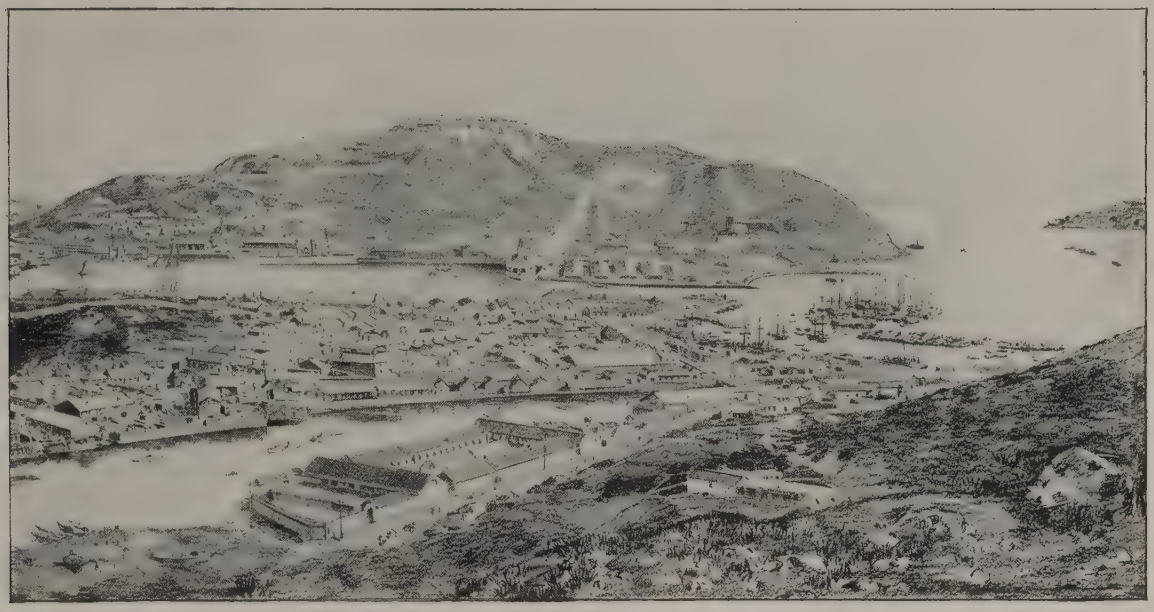
This is Captain Hiraoka, who has been so successful in maintaining the silence of the Press as to Japan's actions. He learned the value of silence in the Boer War, as he was Japanese Military Attache in that war.



After the Council, the naval commanders at Sasebo made every necessary preparation for putting to sea, to fight, as they may well have supposed, one of the fiercest naval battles

—PORT ARTHUR, THE RUSSIAN HEADQUARTERS.

Dockyard and Inner Harbour. | The Main Fort. | Signal Station. | Scene of First Torpedo Attack.



Shallow water, which dries in patches at low tide. | Railway. | Quail Hill and Knoll Tower.

Fort. | West Fort. | Tiger's Tail. | Outer Harbour, where Russian ships were disabled by the Japanese. | East Port Basin and Dockyard.

[Drawn by Howard Penton.

BIRD'S-EYE VIEW OF PORT ARTHUR.

DETRAINING WITH STORES AT DALNY.

Russians by torpedo craft, in the handling of which the Japanese excelled, as they had had great experience of these little vessels in actual warfare. Togo himself had been present at the affairs at Wei-hai-wei, and he had not forgotten that there more damage had been done by the torpedo, of all time. There was little to be done at the last minute; the Japanese organisation was so perfect that nothing had been overlooked or forgotten, and the plans were all laid and worked out. As in the hearts of some of the Japanese, though not in their leaders, there still lurked a vague, indefinite belief, dating back to the days before the era of enlightenment, that the white man had some mystic power which would enable him to prevail against even the greatest heroism and skill, it had been decided to open the war with a night attack on the

WAITING TO BOARD A TRAIN.

A HALT.

with infinitely less loss, than in the whole day's furious fighting at the Battle of the Yalu, in which also he had played a prominent part.

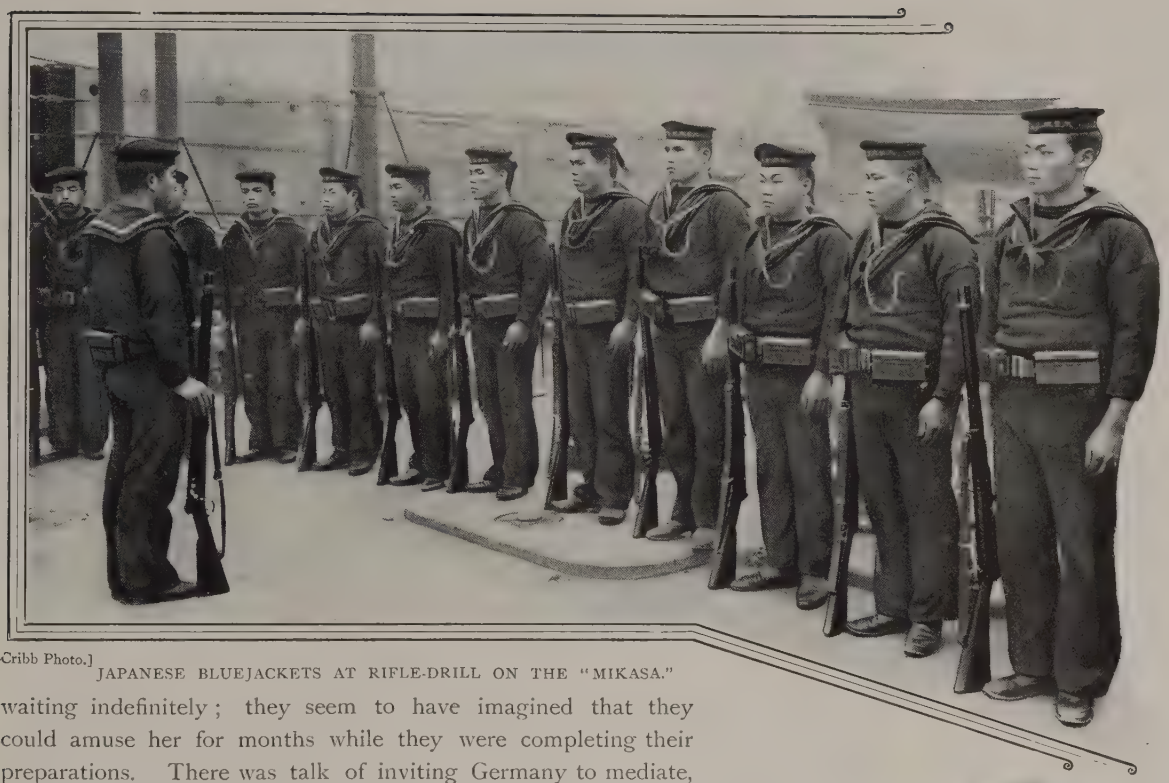
On the 4th another council of the Elder Statesmen was held, and the order was sent to M. Kurino to break off negotiations with Russia, and to leave St. Petersburg, unless the Russian reply was forthcoming by the 6th. On the 6th, accordingly, he made formal application for his passports, as no Russian reply to the Japanese demands was forthcoming. He added the usual conventional expressions of regret that such a situation had arisen. The

Rupture of Negotiations.

following day the Russian official Press announced the rupture to the world, and instructions were sent by the Russian Government to its Minister at Tokio to withdraw. Thus all relations between the two Powers had ceased. If report can be believed, the War Party in Russia were thunderstruck at the fact that Japan had acted at last instead of

MARCHING ALONG THE MANCHURIAN RAILWAY.

RUSSIAN TROOPS IN MANCHURIA.
Stereographs copyright Underwood & Underwood, London & N.Y.



[Cribb Photo.] JAPANESE BLUEJACKETS AT RIFLE-DRILL ON THE "MIKASA."

waiting indefinitely; they seem to have imagined that they could amuse her for months while they were completing their preparations. There was talk of inviting Germany to mediate, but the Czar and his advisers must have been perfectly well aware that the hour for mediation had passed and the moment for action arrived. The Russian Government professed that on the 5th it had sent off its reply to Japan, and that the Russian Minister at Tokio had just been about to present it when the news of the rupture of the negotiations arrived. It is, however, doubtful whether the Note was not sent off after it was known what action Japan had taken, in a clumsy attempt to make it appear that Japan was in the wrong, and was acting with precipitation.

CAPTAIN REITZHENSTEIN,
In command of the Vladivostock Squadron.

[Drawn by Frank Dadd, R.I

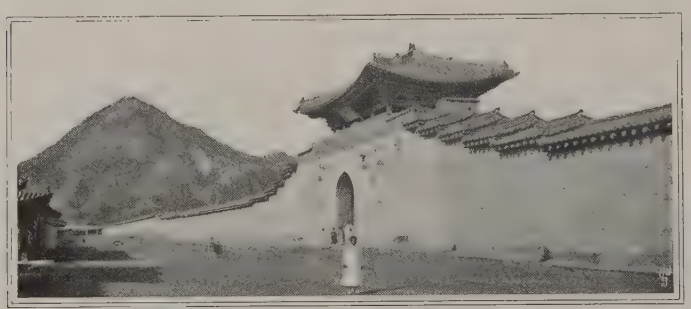
JAPANESE INFANTRY SCOUTS.

Cavalry being scarce in Japan, the infantry are trained to be very effective scouts.

FACSIMILE OF A SKETCH BY A JAPANESE WAR ARTIST, SHOWING THE FIRING OF A GUN ON A MAN-O'-WAR DURING ACTION.

M. Kurino had informed the Russian Government on the 6th that Japan "intended to take independent action to secure her interests." Telegrams from British correspondents in the Far East stated with one accord in the British newspapers of Monday, February 8, that war was imminent; the British Press pointed out on that day that the Japanese, by breaking off negotiations, had practically declared war, and that "immediate hostilities must be expected." But it was noticed at St. Petersburg on Saturday evening, when the Czar and Czarina were present at a theatre, that the Czar seemed to be more cheerful than usual, though that very night artillery was entraining in the Russian capital for the Far East, and the town was kept awake by the rolling of guns and caissons through the streets. It seemed as though the Russian

The Czar at the Theatre.



Topical Press Agency.]
ENTRANCE TO THE OLD PALACE AT SEOUL.

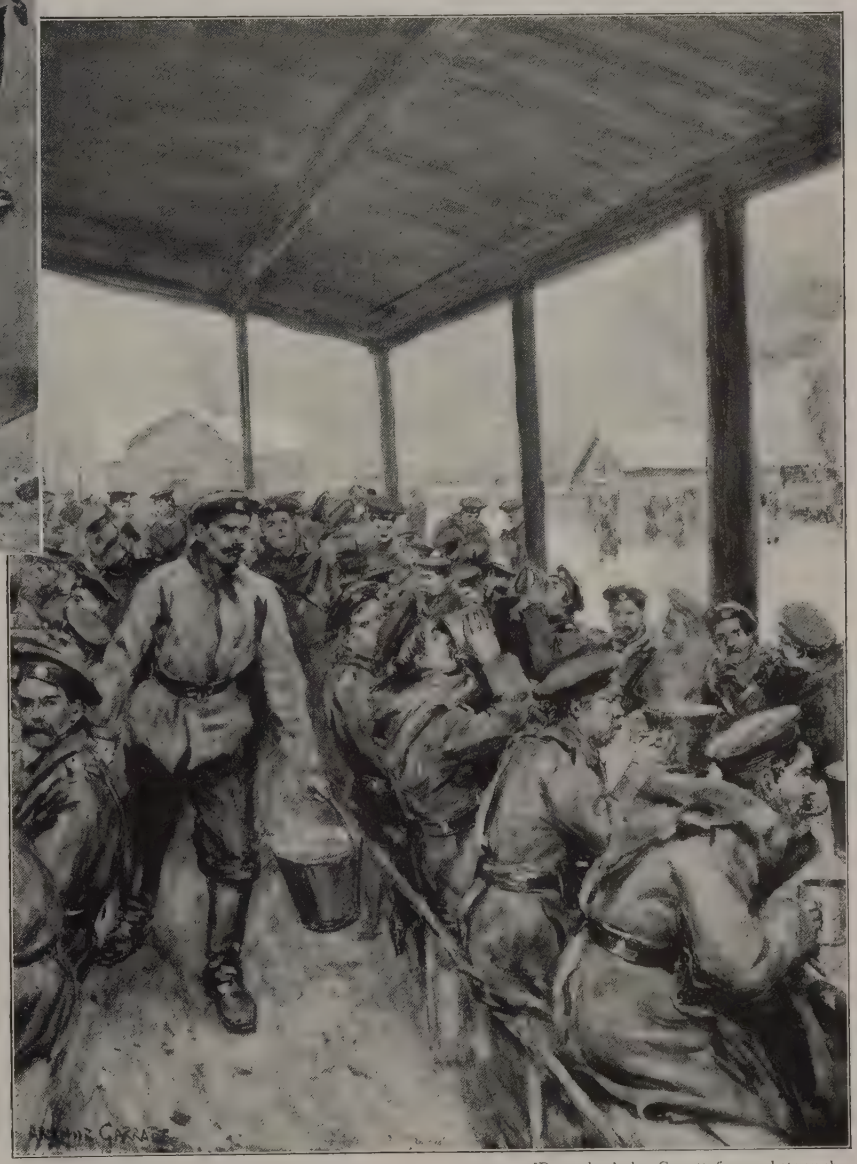
[Cribb Photo.
THE JAPANESE CRUISER "ASAMA," WHICH, UNDER ADMIRAL URIU, SANK THE "VARIAG."

A RUSSIAN DRAGOON.

Government still entertained some hope that at the last minute Japan might show the white feather. And it would appear that no proper steps had been taken by the Russian authorities in the Far East to get ready for instant war. Admiral Alexeieff and his naval subordinate Vice-Admiral Stark were both accustomed to scoff at the Japanese Fleet and to deride the possibility of its success. Hence, perhaps, the fatal negligence which brought upon Russia the first and not the least disaster of the war.

The Russian War Vessels.

The Russian Fleet, after warping out of Port Arthur, put to sea on February 4. Even so, it seems to have been short of two battleships, the *Peresviet* and *Sevastopol*, which remained inside the harbour at Port Arthur, according to some accounts, because they had grounded on the mud and could not be moved in time. That left under Admiral Stark the five new battleships, *Czarevitch*, *Retvizan*, *Poltava*, *Petropavlovsk*, and *Pobieda*, with the new armoured cruiser *Bayan*, and the protected cruisers *Askold*, *Diana*, *Pallada*, *Boyarin*, and *Novik*. He had also eleven destroyers, three transports—two of which were fitted for the laying of mines—and one or two old ships and gunboats. Four hundred miles off, at Chemulpo, were stationed the new cruiser



[Drawn by Arthur Garratt, from a photograph.

RUSSIAN COMMISSARIAT FOR TROOPS ON THE TRANS-SIBERIAN RAILWAY

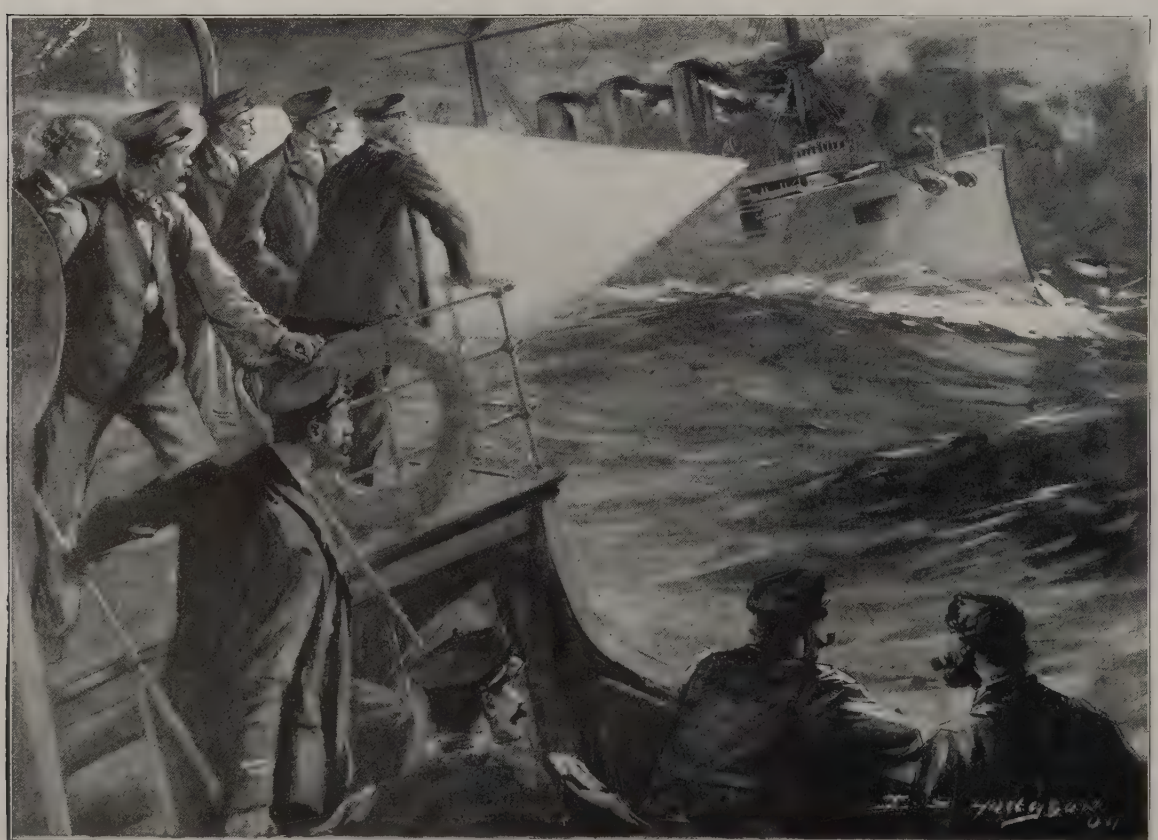
CAPTAIN ZATSARENNYI, Commander of the "Pobieda."

CAPTAIN GRIGOROVITCH, Commander of the "Czarevitch."

CAPTAIN SCHTSHESNOVITCH, Commander of the "Retvizan."

Variag and the little gunboat *Korietz*. The other ships of the Russian Squadron were scattered elsewhere, and could not be counted upon to co-operate with him.

This fleet, twenty-six ships strong, steamed out in good order, and cruised slowly eastwards in the direction of the Korean coast. It was seen on the 4th from Wei-hai-wei, apparently engaged in practising evolutions, and, according to Russian statements, the crews were kept at quarters and the ships were cleared for action as though a battle were expected forthwith. Its voyage, however, did not last long. Possibly the Russians received information from their secret service that a large Japanese Fleet was on



THE BRITISH MERCHANT VESSEL "AIRLIE" OVERHAULED AND BOARDED BY A RUSSIAN CRUISER IN THE RED SEA.
After the "Airlie" had been signalled to lie to, Russian officers went aboard her and examined her papers, to make sure of her nationality and that she carried no contraband of war. The Russians then apologised, and allowed the vessel to proceed.

[Drawn by Paul Thiriat, from a photograph.

JAPANESE INFANTRY FORDING A STREAM.

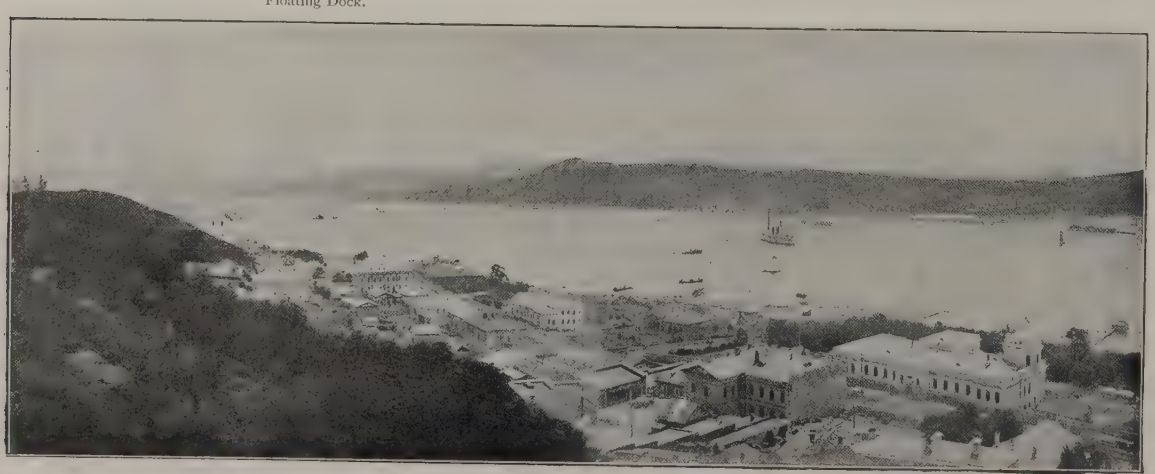
"COMING THRO' THE (KOREAN) RYE." [Drawn by Frank Dadd, from a sketch.

"On our way to a Korean country house we saw a row of heads passing through a field in single file. Each was adorned with the quaint Korean hat, and each smoked a long pipe. The sight was very curious, as the bodies of the men were completely hidden from view."

the point of sailing from Sasebo, and feared an encounter. They returned to Port Arthur on the 5th, and anchored outside the harbour, under the guns of the powerful batteries which defend the port. The news that the fleet was there was permitted by the Russian authorities to be telegraphed, and appeared in various newspapers the following day. Certainly the Russian naval officers took the best pains to inform the Japanese as to their movements and dispositions On the nights of the 6th, 7th, and 8th, the fleet returned to the same position, and, as the evening of the 8th fell, the light which showed the entrance to Port Arthur was left burning. That night there was a great entertainment given by Admiral Stark in honour of his wife, whose name-day it was, and the captains and many of the senior officers of the fleet were absent from their ships to be present at it. The date of this entertainment had been known long beforehand, and there was nothing to prevent the Japanese, whose secret service was perfection, from being aware of it. On the afternoon and evening of the 8th some of the

Admiral Stark's Entertainment.

Floating Dock.



I. PANORAMIC VIEW OF VLADIVOSTOCK. Admiralty Buildings.

Russian ships were practising the sending of wireless messages, thus notifying every ship cruising in the Gulf of Korea of the whereabouts of the fleet.

It was characteristic of the general negligence that no steps had been taken to secure the safety of the two ships at Chemulpo. The *Variag* and *Korietz* were left in the air, exposed to attack and destruction. Yet it must have been obvious that, as the Japanese virtually controlled the telegraphs in Korea, they would not be ready to forward warning messages from Admiral Alexeieff to Captain Rudineff, who commanded the *Variag*, after negotiations had once been broken off, though, as a matter of fact, no warning was sent. The Russians ought to have taken these ships away the moment the situation became strained. But they did nothing whatever, and the result was a catastrophe that might easily have been averted.

The "Variag" and the "Korietz" at Chemulpo.

Yours very truly
H. Togo.

ADMIRAL TOGO WHEN A YOUTH ON BOARD THE "WORCESTER."

ADMIRAL TOGO'S WIFE AND FAMILY.

As for the Japanese, their fleet, under Vice- Admiral Togo, steamed out of Sasebo on the 6th some hours after the rupture of official relations, in unending array. It consisted of the six battleships, MIKASA, HATSUSE, SHIKISHIMA, ASAHI, FUJI, and YASHIMA; the six armoured cruisers, ASAMA, TOKIWA, IDZUMO, IWATE, YAKUMO, and ADZUMA; a fast division of four 23-knot ships, the TAKACHIHO, YOSHINO, CHITOSE, and KASAGI; the slower, protected cruisers, SUMA, TSUSHIMA, NIITAKA, CHIYODA,

Eastern Bosphorus Strait (one entrance to the harbour). Mount Russkik, Dundas Island. Larionoff Point (another entrance to the harbour). Mount Semenoff Fort and Battery.

II. PANORAMIC VIEW OF VLADIVOSTOCK—continued. Terminus of the Trans-Siberian Railway.

THE CZARITSA OF RUSSIA INSPECTING THE PREPARATIONS FOR THE DEPARTURE OF THE FIRST GOVERNMENT HOSPITAL TRAIN FOR THE FAR EAST—February 24th.

Thirteen coaches constitute a complete ambulance, and contain operating-room, wards, pharmacy, &c.

Japan's First Captures.

was sighted by the Japanese cruiser ASAMA. The ASAMA instantly gave chase, and, approaching the ship without difficulty, saw that it was a Russian vessel, the *Argun*. Two blank shots were fired, and the Russian ship hove-to. Then followed a delay of two hours, during which the ASAMA applied for and received orders by wireless telegraphy from the Japanese commander-in-chief as to what should be done with the *Argun*. Finally, the gunboat CHIHAYA appeared, and to her the *Argun* was handed over. In this charge the *Argun* remained all that night, but the following morning she was again transferred to the care of NANIWA, and TAKACHIHO; eighteen destroyers, in five divisions; and half a dozen fast transports, with troops on board. As it was quite uncertain at what point the Russian Fleet might be encountered, the course steered was towards Mokpo, 240 miles from Sasebo, where Togo expected to meet the cruiser AKASHI, which had been detached some time before to ascertain the position of the Russian Fleet. At the same time other of the older cruisers, with a number of armed merchant steamers, proceeded to the Korea Strait to lay hands on a flotilla of so-called Russian "whalers," which were really small steamers in the Russian Intelligence Service, and which had been hovering about the Japanese islands of Tsushima for weeks, watching every movement of the Japanese Fleet.

The Japanese Fleet.

On the 7th, the Japanese Fleet was passing the Korean Archipelago, when a large steamer

[Bolak Photo.

RUSSIAN RED CROSS TRAIN GOING TO THE FRONT.

an armed Japanese liner, and together the two vessels steamed to Sasebo. Here were found the big Russian Volunteer cruiser *Ekaterinoslav*, a ship of 10,500 tons and 13 knots speed, which Admiral Alexeieff had permitted to go steaming about in Korean waters on the eve of war, and two other vessels, the *Rossia* and *Mukden*, both captured off the Korean coast.

The First Act of War.

At Mokpo the AKASHI reported that two Russian ships were at Chemulpo and the rest of the fleet at Port Arthur. Admiral Togo made his dispositions accordingly. The main part of his fleet was to proceed to Port Arthur, and a division, under Rear-Admiral Uriu, to steer for Chemulpo. This latter division was off

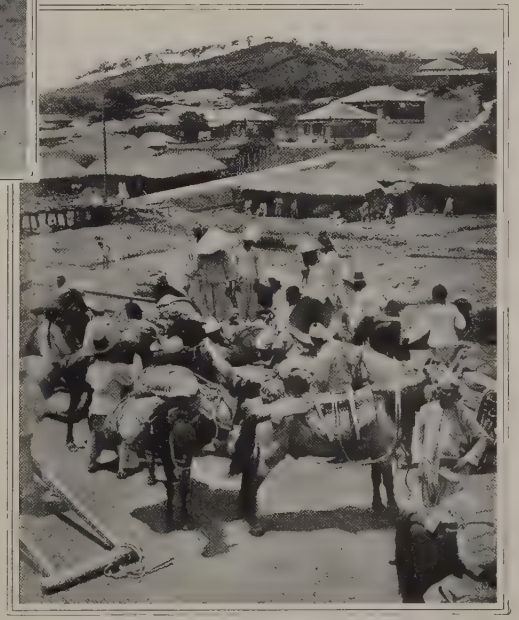
[Stereographs copyright Underwood & Underwood, London & N.Y.

A JAPANESE SHOE-SHOP IN TOKIO.

BOOT-TRADERS IN SEOUL.
These shoes or sandals are made of straw.

informed Captain Rudineff, of the *Variag*, that she had seen at sea, approaching from the south, the smoke of a large number of ships, and that this must be the Japanese Fleet. At once the gunboat *Korietz* was ordered to put out cautiously and reconnoitre, when she discovered that the approaching vessels were undoubtedly Japanese. Among them could be made out the armoured cruiser ASAMA, the protected cruisers AKASHI, NANIWA, and TAKACHIHO, and eight torpedo-boats. The NANIWA was the ship which had fired the first shot on the Japanese side in the war with China, and in these very waters. Thus does history repeat itself. The *Korietz* found that a large vessel from this squadron was bearing down upon her, and one of her crew,

Chemulpo early in the morning of February 8, when the Russian steamer *Sungari*, belonging to the Manchurian Railway Company, entered the port and



[Stereographs copyright Underwood & Underwood, London & N.Y.

COOLIES LOADING RICE AT THE RAILWAY STATION, SEOUL.

[Stereographs copyright Underwood & Underwood, London & N.Y.
KOREA'S MINISTER OF WAR, YUN-WOONG-NIEL. HIS SON AND GRANDCHILDREN.

accidentally, as her captain claims—and the claim is probably founded on fact, since such a ship was hardly likely to provoke a contest—fired a gun. This was the first act of war, and opened the struggle at 11 a.m. of the 8th. As the Japanese could not know that the gun was discharged by accident, they naturally retaliated and aimed one or more torpedoes at her. The *Korietz* at once retired into the harbour, and there the Japanese left her for the moment.

CHAPTER VII.

THE RIVAL NAVIES AND ARMIES.

AT the moment when the first shot was fired by the *Korietz*, the Russian Fleet in the Far East was still ill-prepared for war, though this was in great measure the result of corruption or of the negligence of its commanders. Of the naval reinforcements which had been ordered out in December and January, none had yet arrived, while for some reason or other only part of the fleet in the Far East was concentrated at Port Arthur. At Algiers was the fast cruiser *Almaz*. In the Red Sea were the new battleship *Oslabia*, the armoured cruiser *Dmitri Donskoi*, of trifling value, the protected cruiser *Aurora*, and eleven destroyers or torpedo-boats, hovering about the French port of Jibouti, with the Volunteer steamers *Saratoff* and *Orel*, and one or two colliers. Had this force proceeded eastwards after the war began, it would obviously have been in danger of capture or destruction. Hence the Russian General Staff at once issued orders to it to wait at Jibouti until reinforcements should reach it from the Baltic. No one appears to have asked whether a prolonged stay in a neutral port was permitted by international law; and here disagreeable surprises awaited the Russians.

The Scattered Russian Fleet.

THE KOREAN COMMANDER-IN-CHIEF, PRINCE MIN-YUN-HUAN.

THE KOREAN EMPEROR AND HIS SON.
The Emperor Yi-Hi assumed the title of Emperor in 1897.

OFFICERS OF THE IMPERIAL GUARD LEAVING ST. PETERSBURG FOR THE FRONT.

Port Arthur as a Harbour.

The main Russian Fleet at Port Arthur has already been described. But this force, though strong on paper, was faced by serious difficulties. The harbour at Port Arthur is both small and shallow, and the exit from it extremely narrow and awkward of navigation. In the old days when it was a Chinese port a basin had been constructed, the depth of water in which was just sufficient to accommodate the battleships of the Russian Fleet; but this basin was of small size—only 500 yards long by 350 yards wide—and space was wanting for a large fleet.

Opening off the basin was the single dock, 440 ft. long, 90 ft. wide, and with 32 ft. of water over the dock-sill, or entrance. It was in process of being enlarged when the war broke out, but the work had not

THE RUSSIAN MOBILISATION—A REVIEW OF MEN FOR THE FRONT [Bulla Photo.

CLEARING FOR ACTION. A VIEW FROM THE MAIN FIGHTING-TOP.

been sufficiently advanced to enable it to take the larger cruisers in the Russian Squadron. Thus, from insufficient dock accommodation, the Russian Fleet could not be kept in good order or the hulls cleaned; and on many of the battleships growths of seaweed and barnacles had accumulated, reducing the speed seriously, and increasing the coal consumption.

ADMIRAL STAKELBERG,
Commanding the Russian Fleet at Vladivostock.

Three large docks were in course of construction, and had they only been completed there would have been little trouble. The West Port, which bulks so large on the maps and plans of Port Arthur, was still in process of being dredged out to a depth sufficient to give mooring-places for battleships and cruisers, and the work was not in a sufficiently forward stage in the early months of 1904 to solve the difficulties which confronted the Russian admirals. Round the basin were the usual repairing-shops and slips to be found in a dockyard, in which a large number of skilled Chinese labourers were employed by the Russians.

The Forts at Port Arthur.

The channel leading into the harbour and basin is rather over 1,000 yards long, and at its two narrowest points the deep-water fairway is only 70 yards wide. On the west side of it runs the narrow peninsula known as the Tiger's Tail, which extends northwards from the Pinnacle and the Wei Yuen heights. On

the east side rises Golden Hill, or, in Chinese, Hwang-chin-shan, the summit of which is 410 ft. high. The Tiger's Tail, the Wei Yuen Hill, and Golden Hill are crowned with forts and batteries, mounting the heaviest and most modern guns. On the Tiger's Tail, raking the entrance, stands a fort in which are mounted six 6-in. quick-firing guns, with a large number of small weapons specially intended to put any torpedo craft attempting to enter the harbour out of action.

The main forts, which are very numerous, are said to mount thirty or more 12-in. and fifty 6-in. guns, with a large number of smaller quick-firing weapons; they are placed high on granite cliffs, and are difficult

AN ENTHUSIASTIC BEARER OF THE JAPANESE ENSIGN.

[Berliner Illustrations Gesellschaft.

ST. PETERSBURG TAKES AN INTEREST IN THE WAR PICTURES.

The town of Port Arthur was a miserable collection of Chinese huts, with some fine new Russian buildings of brick or stone. The Chinese part was, however, in process of demolition when the war began, as it was intended to sweep it away and replace it with more shapely and sanitary structures. The numerous wooden buildings rendered the place very inflammable and liable to be set on fire by shells thrown into it from a distance. The Manchurian railway enters the town at its western end, and has a large red-brick station, with sidings and sheds for locomotives. The general appearance of the port is something like that of Plymouth when viewed from the sea, but the colours are brighter, as the granite near Port Arthur, when weathered, takes a brilliant yellow hue. There is an electric searchlight station under Golden Hill, protected by batteries. The entrance to the port can be closed by a heavy boom of iron-shod beams and steel-wire hawsers, while there is a second and additional boom which can be thrown across the entrance to the basin. As a further defence there was the mine-field, which was supposed to render access by an enemy impossible.

The Town of Port Arthur.

THEATRE STREET, TOKIO. [S. Smith, Photo.

[Adelphi Press Agency.

JAPANESE PATRIOTISM CALLS FOR ITS NATIONAL FLAG IN LARGE NUMBERS. HERE IS A VENDOR.

They sweep with their fire the whole roadstead of Port Arthur, and forbid access to a hostile fleet. Many of the guns in the forts were seized by the Russians and taken from the Taku Forts or the Tientsin Arsenal during the advance to Pekin, and were thus calmly appropriated for the purpose of rendering the great Russian base secure. Others were hurriedly brought from Kronstadt and Sebastopol.

[Berliner Illustrations Gesellschaft.

RED CROSS AMBULANCE ON A SLEDGE EN ROUTE TO THE STATION FOR THE FRONT.

COUNT KATSURA,
Japan's Minister President. He won great distinction in the Chino-Japanese war. Became Count on the conclusion of the Anglo-Japanese Alliance.

movements of a fleet, while they do not give so high a speed as Welsh fuel.

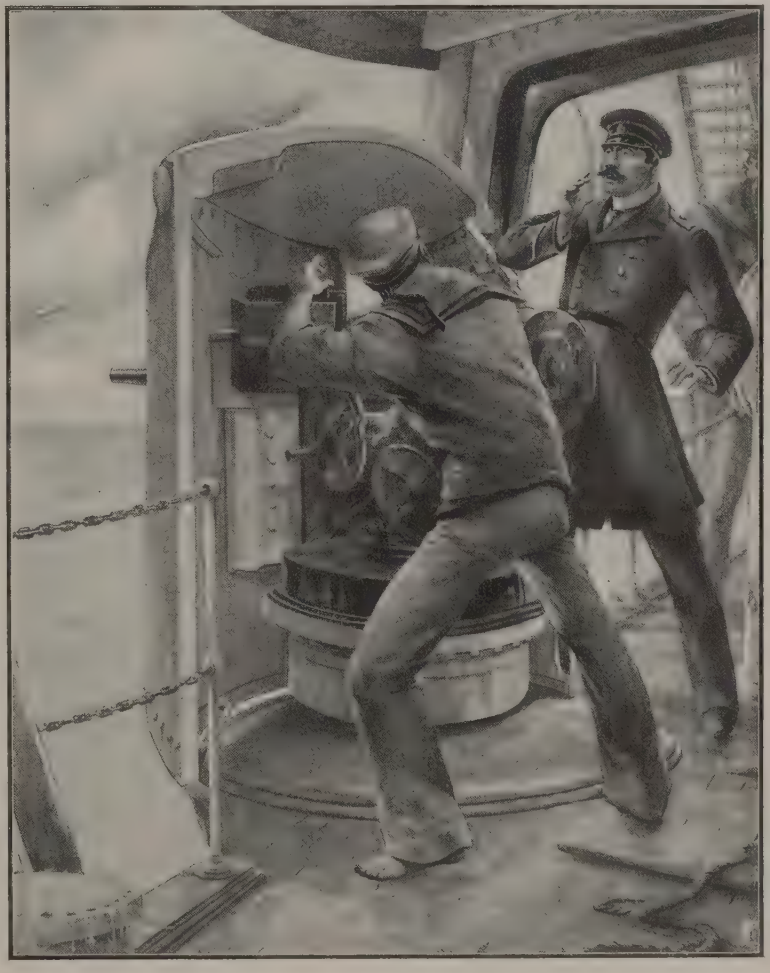
Defects of Port Arthur.

The grave defects of Port Arthur were, in the first place, its want of space; and, in the second place, its vulnerability to long-range shell fire, which could be directed against it either from the waters to the south-east of the port, or from the neighbourhood of Pigeon Bay, on the other side of the narrow peninsula on which it stands. A far better and more commodious port was the new Russian town of Dalny, situated on Talienwan Bay, but as yet incompletely protected and liable to freeze over in winter, owing to the construction of a breakwater, at great expense, by the Russians. At Dalny vast sums had been spent by the Russian Government

Stores at Port Arthur.

Inside the town and dockyards were immense magazines and depots, where vast quantities of food and ammunition were supposed to have been stored. An inspection by Admiral Alexeieff, however, on the eve of war, disclosed the disagreeable fact that a large part of these stores were non-existent. The usual Russian system of peculation and corruption had here, as elsewhere, wrought the most disastrous effects. Further supplies had been ordered from the United States, but had not arrived when the war began, and for the most part fell into the hands of the Japanese.

Of Welsh coal there was but an indifferent supply for the warships, for though several colliers had arrived in the last month before the war, some 150,000 tons which had been ordered was still on the way, or in England and not yet shipped. Purchases had been made of Chinese coal and of Japanese; but both these types of fuel have this defect: they produce much smoke, and so betray the



THE FIRST ACT OF THE WAR.
One of the crew of the "Korietz," a Russian gunboat, accidentally—so its captain says—fired the first shot in the war between Russia and Japan.

THE SINKING OF THE RUSSIAN SHIP "VARIAG" AT CHEMULPO, FEBRUARY 9, BY THE JAPANESE.

This picture represents the French cruiser "Pascal" rescuing the survivors. The "Variag" was in Chemulpo Harbour with the "Korietz" at the outbreak of war.

ADMIRAL TOGO, IN COMMAND OF THE JAPANESE FLEET, ON DUTY. No. 5

[Facsimile sketch by Melton Prior.

TRAINED JAPANESE NURSES LEAVING TOKIO FOR THE WAR.

"They marched just like soldiers" says Mr. Prior, "in step and with swinging arms. Their cap is white calico with a red cross in front. They have short, pleated, black dresses and white gloves."

[Stereographs copyright Underwood & Underwood, London & N.Y.

THE JAPANESE VOLCANO ASAMI YAMA IN ERUPTION.

The battleship "Asama" is named after this volcano, which is here seen with smoke issuing from the crater.

in the work of constructing a fine commercial harbour, and a great city had been built which only lacked inhabitants. Both Dalny and Port Arthur must, however, be difficult to hold, unless the Power which possesses them commands the sea. The Liao-tong, or Kwang-tung, Peninsula, on the shores of which they stand, narrows at more than one point, and these necks of land could be easily seized by a comparatively small army, when the chance of relief reaching the garrison would be small, so that hunger could be trusted to do the work of reducing the troops in the peninsula.

Three Russian warships had been left by Admiral Alexeieff on detached duty, exposed to attack if war broke out. Two of these, the *Variag* and *Korietz*, as we have already seen, were stationed at Chemulpo; the third was the small gunboat *Mandjur*, an old and not very serviceable vessel of 1,200 tons, armed with two old 8-in. and one 6-in. gun, acting as Russian guardship at Shanghai. He had taken over and armed as auxiliary

cruisers two of the steamers of the Volunteer Fleet, the *Moskva*, renamed the *Lena*, and the *Kherson*, renamed the *Angara*. Both were large new vessels of over 10,000 tons, capable of steaming 20 knots. The *Lena* had been sent to Vladivostock; the *Angara* was at Port Arthur.

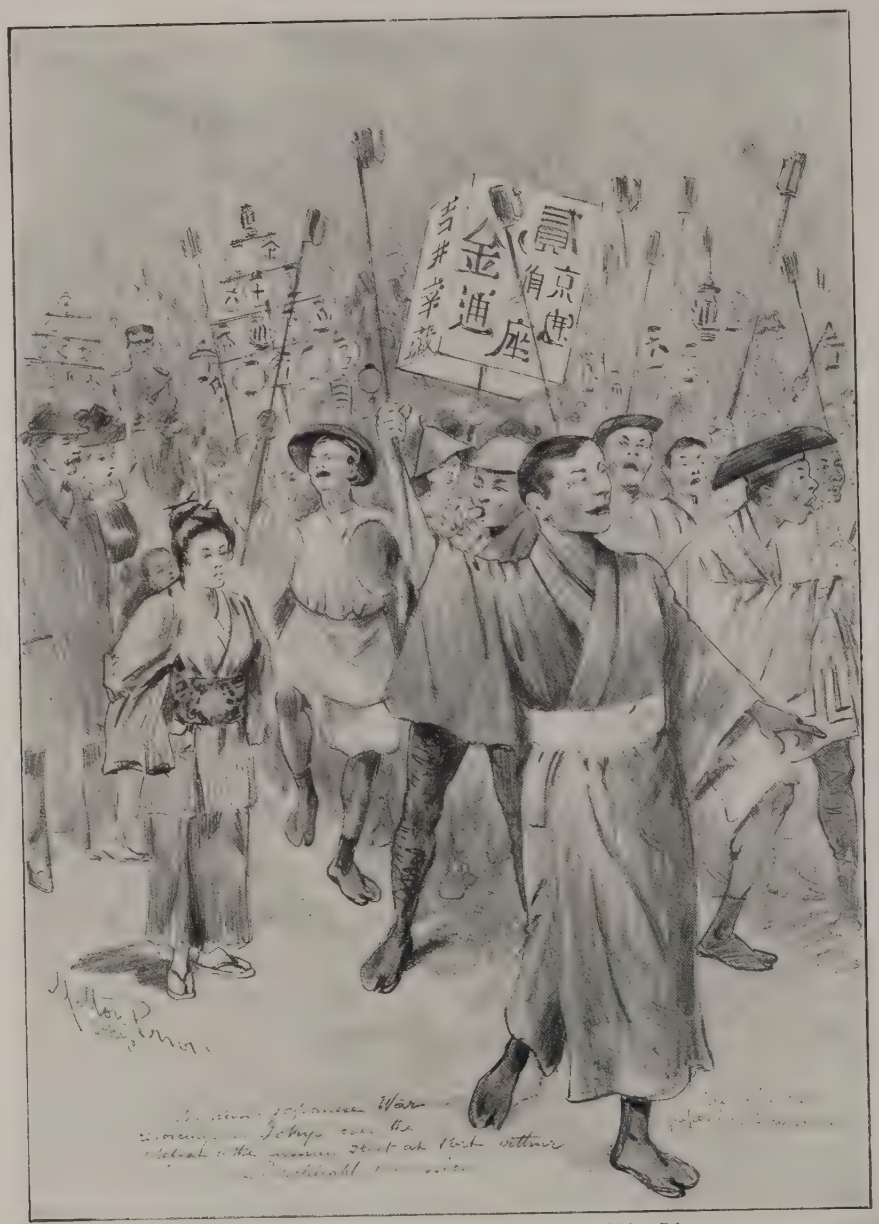
The Vladivostock Fleet.

At Vladivostock he had stationed four of the best of his cruisers, for what reason remains unknown, except that possibly there was no room for them at Port Arthur. The best of these ships was the *Gromovoi*, a large modern vessel of 12,336 tons, protected by armour 6-in. thick, capable of steaming 20 knots an hour, and having a coal supply of 2,100 tons, which gave her great power of keeping the sea. Next to her came the new protected cruiser *Bogatyr*, of 6,750 tons, but recently arrived in the Far East, and the fastest ship on either side, since she was able to maintain at sea for some hours a speed of 22 knots; she was one of the very few Russian ships with an absolutely efficient engineer staff, while her fighting qualities were remarkable, as she carried twelve 6-in. guns, besides a large number of smaller weapons. She had, however, little armour protection, except a steel deck over the lower part of her hull. Her

THE COMMANDER-IN-CHIEF OF THE JAPANESE ARMY,
Baron Kodama, who autographed the sketch for Mr. Sheldon Williams, the artist.

[Drawn by J. J. Waugh.

BUYING THE WAR NEWS IN ST. PETERSBURG. LATE NEWS IS SOLD IN THE FORM OF PAMPHLETS.



[Drawn by Melton Prior.

REJOICING IN TOKIO AT THE NEWS OF THE DEFEAT OF THE RUSSIAN FLEET AT PORT ARTHUR. A TORCHLIGHT PROCESSION.

the extreme. It was distant no less than 1,060 miles from Port Arthur, and to get to Port Arthur it would have to pass along the whole length of Japan, exposed at every moment to attack by the Japanese Fleet. As the ice in the winter and early spring extends in a line from the neighbourhood of Vladivostock to the Japanese island of Yezo, there was no possibility of going north. The only means of passing out of the Japan Sea, where the squadron was "cribbed, cabined and confined," would be to steam through the Tsugaru Straits, which were narrow enough to be easily watched by the Japanese torpedo-boats and rendered very dangerous; or coal supply was large for so small a vessel, being 1,430 tons. She was of German build, and had given every satisfaction.

The third large cruiser was the famous *Rossia*, of 12,200 tons, capable of steaming about 18 knots, with a very large coal supply—2,500 tons. She had a belt of 10-in. armour on the water-line, with above it 4-in. of steel, but her guns were left unprotected. At either end of the battery in which they were carried was a wall of 6-in. steel, running across the ship and preventing her from being raked. The *Rurik* was similar, but older and smaller, with an actual speed of only 14 knots in 1904. The three big ships, *Gromovoi*, *Rossia*, and *Rurik* each carried four 8-in. and sixteen 6-in. guns. The cruiser squadron was under the orders of Commodore Reitzenstein.

The position of this squadron was awkward in

THE JAPANESE ARMY STAFF BUILDING, TOKIO, FROM WHICH THE FORCES ARE DIRECTED.

through the Korea Straits, where the Japanese Fleet was fairly certain to be met in great force. Wherever they went, the Russian cruisers would find no hospitable port and could obtain neither shelter nor coal. On the west coast of Japan they could do little damage beyond interfering somewhat with the transport of rice, which is carried on in small Japanese vessels plying between the north of the island of Hondo and the ports in the south of that island. Moreover, this coast is difficult to those who do not know it well—the Japanese had very prudently kept their splendid charts of it to themselves—and if the Russian cruisers appeared off it, they might find on their return to Vladivostock that the Japanese Fleet had appeared off that place and cut them off.

Vladivostock itself is a finer harbour than Port Arthur. To begin with, it has two deep-water entrances, so that it can only be blockaded with great difficulty, and it runs no risk of being shut up altogether by the expedient of sinking old vessels in the entrance; in the second place, there is abundance of space in it for a very large fleet. Its one defect is that in winter it is apt to be frozen up,

LADIES WORKING FOR THE RUSSIAN SOLDIERS

The Czarina has opened one of the halls of the St. Petersburg Winter Palace as a workroom, where ladies make garments and hospital requisites for the soldiers in the Far East.

VIEW OF VLADIVOSTOCK TOWN FROM THE BAY. [Warnebold, Hamburg.

Vladivostock Harbour.

[Drawn by C. J. de Lacy.

A TORPEDO LEAVING A DESTROYER AND TRAVELLING BY ITS OWN ENGINES TOWARDS AN ARMOURED BATTLESHIP.

The torpedo is discharged into the water by compressed air. When it reaches the water it progresses by its own engines, which are also driven by compressed air. The propeller is similar to that of a screw-driven ship.

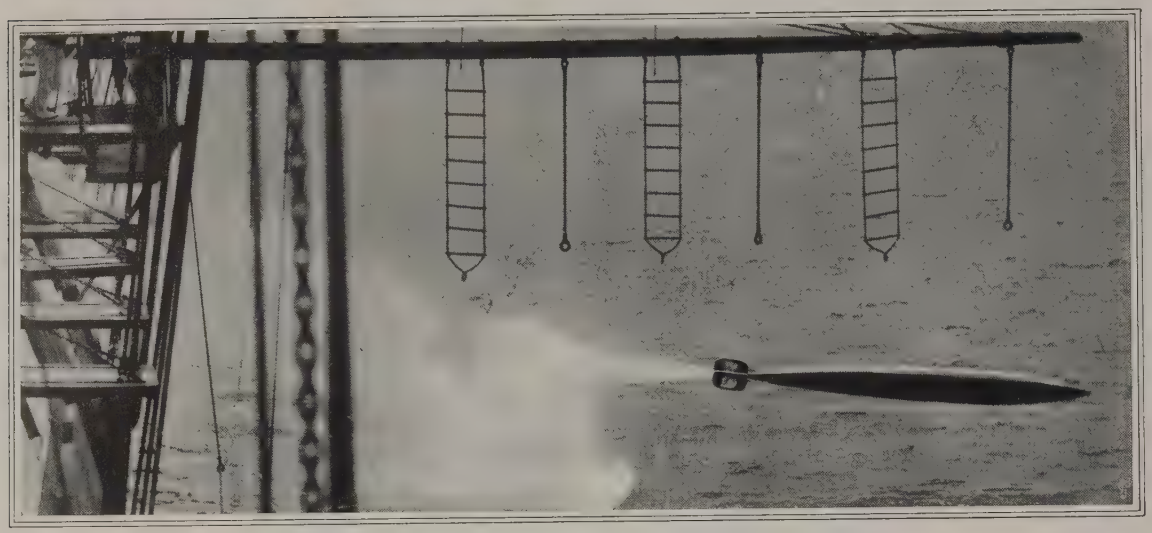
but never very seriously, or to such an extent that an ice-breaking steamer, such as is kept there, cannot force a clear passage out to sea. The entrances are from Amur Bay, a deep inlet to the west of Vladivostock, and from the Japan Sea by way of the Eastern Bosphorus, which again gives access to another deep inlet, the Golden Horn, on which stand the town and dockyard. Here, until the seizure of Port Arthur, the Russian Navy in the Far East had its headquarters; and one large dock 625ft. long, capable of containing the biggest warship afloat, was already constructed and in service. Besides this there was a floating dock, capable of taking a moderate-sized cruiser, and yet a third dock under construction. The workshops afforded facilities for all kinds of ordinary repairs. The port is better off than Port Arthur in respect of its coal supply, since only 60 miles off, in Russian territory, are mines of anthracite, which is fairly satisfactory when used on shipboard, though not to be compared with Welsh coal.

Vladivostock Town.

The town itself, founded in 1860, is large, with a population of over 20,000, but most of the buildings are of wood. It has a picturesque and pleasing appearance from the sea, though the streets are wretchedly kept and are so full of holes and even deep pits that driving in them is a painful experience. Inland from the town the Siberian Railway runs up the peninsula on which the port is situated—for Vladivostock like Port Arthur is placed on a long, narrow tongue of land. The railway closely follows the coast of Amur Bay for many miles, and is, therefore, liable to attack and interruption by the fleet of a Power commanding the sea. When the bay is left, the line follows the course of the Sui Fun River as far as the small town of Nikolskoe, where the older Siberian line from Khabarovsk joins the newer railway from Kharbin, which gives through connection with Europe. At the opening of the war the town was insufficiently garrisoned; the defences needed strengthening, though they were formidable; and if reports, which reached the outer world from neutral sources, could be trusted, there was a great want of supplies to enable the place to stand a long siege.

Reinforcements for the Russian Fleet in the Far East could only reach the scene of war

TRANSPORTING RUSSIAN TROOPS ACROSS LAKE BAIKAL ON SLEDGES.



THE FIRING OF A WHITEHEAD TORPEDO FROM A SHIP'S SIDE. [West Photo.

provided the coal difficulty could be overcome, and warships proceeding from Europe to Port Arthur or Vladivostock could be coaled at sea. From the Black Sea no ship could be sent without violating International treaties and bringing England into the field; in the Baltic no modern battleship was ready, though, in February, the *Alexander III.* was nearing completion, and the *Borodino* was well advanced. In a more backward stage were the new battleships *Slava*, *Orel*, and *Suvaroff*, and the cruisers *Oleg*, *Jemtchug*, and *Izumrud*; while the old battleships *Navarin* and *Sissoi Veliki*, which were undergoing repairs, might have left in February but for this question of coal. It is the rule in war for neutrals only to give a belligerent's warship so much coal as is required to take her back to the nearest port of her own country, and no further supply within the space of six months. For infringements of this principle during the American Civil War, England was condemned to pay a heavy indemnity to the United States by a court of arbitration, so that the risks of any departure from the rule are considerable.

TORPEDO EXPLOSION. BLOWING UP A BOAT. [West Photo.

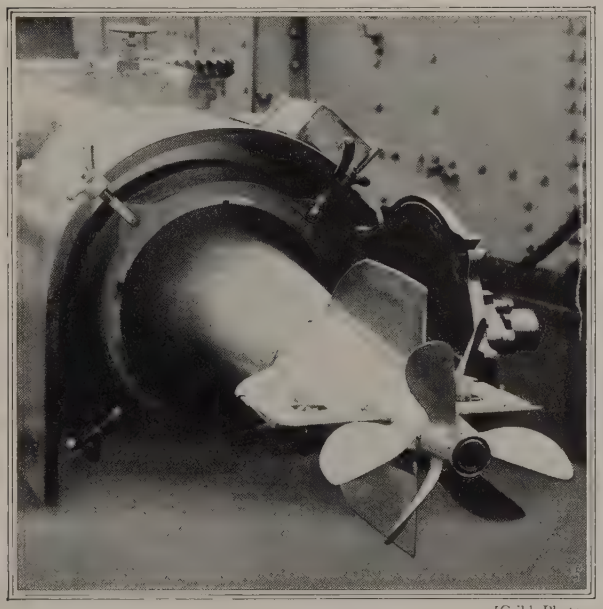
The Coal Difficulty.

Russia had no coaling stations of her own on the whole line of 12,000 miles from Kronstadt to Port Arthur, while there was a gap of about 4,000 miles between

A WHITEHEAD TORPEDO, SUCH AS USED BY THE JAPANESE. [Cribb Photo.

the coaling stations of her ally France, at Djibouti, at the mouth of the Red Sea, and Saigon in Indo-China. That is a gap too great to be crossed by any but a very few Russian warships, even supposing that France were willing to show herself lax in observing her duties as a neutral. Hence it was probable that the war would have to be fought out with the ships which were on the spot.

DESTROYERS GOING INTO ACTION.



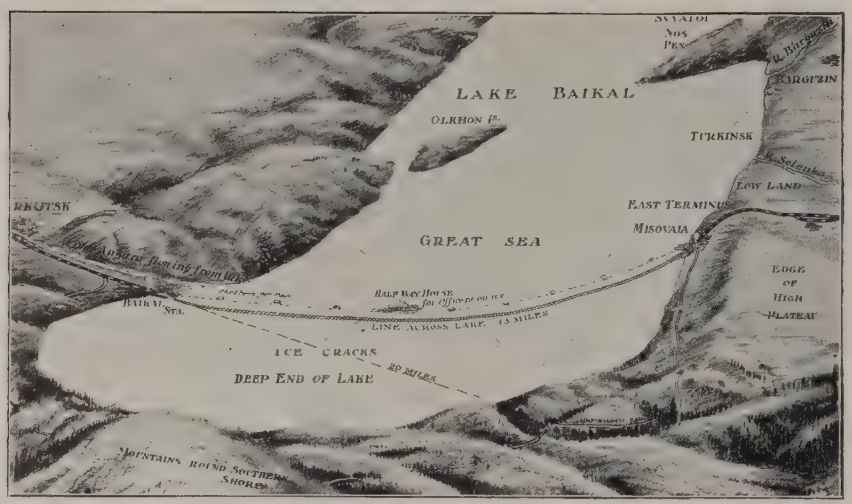
[Cribb Photo.

THE PROPELLER AND STEERING DEVICE OF THE WHITEHEAD TORPEDO.

The torpedo is expelled by compressed air, but when it touches the water is driven by its own engine.

Personnel of the Russian Navy.

As for the personnel of the Russian Navy, it had a high reputation, and, notwithstanding the continued friction between England and Russia, the officers of the two countries were always the best of friends. There was a fine Intelligence Department which knew the secrets of every foreign Navy; there was a General Staff of apparently competent thinkers; the ships were of excellent design; the seamen seemed to be well trained; the shooting of the gunners was reported on good German authority to be of the best, so that the fleet might have been expected to render a good account of itself in war. But it had one serious defect: it spent most of its time in harbour, and its squadrons were seldom at sea. The standard of seamanship was thus low, and to get in and out of such a harbour as Port Arthur the large vessels were placed in charge of pilots, not navigated by their own officers, and had always the help of tugs. Of fleet drill at sea there



BIRD'S-EYE VIEW OF LAKE BAIKAL, SHOWING WHERE IT IS CROSSED BY THE TROOPS EN ROUTE TO THE WAR.

appears to have been little; the Russian Far Eastern Fleet generally remained at Port Arthur or made short cruises in the vicinity of that fortress, from time to time detaching vessels to visit the Chinese, Korean, and Japanese ports.

Of the officers in command, Vice-Admiral Stark came from the Baltic Provinces, and had made a reputation during the fighting with China in 1900. He was a quiet, reserved man, with little of the Russian impetuousness of disposition. His superior, Admiral Alexeieff, the Viceroy, had general authority over both Army and Navy. A big, burly, bearded man, he was thoroughly acquainted with the Far East, where he had held a responsible position during the war of 1894-5 between Japan and China, and again in 1900, during the Allied operations against China. He was indefatigable in working for what he thought to be the interests of Russia, and was ready to talk with all comers in the freest and frankest style. But those who knew him well doubted whether he possessed

Admirals Alexeieff and Stark.

RUSSIAN ENGINEERS LAYING THE LINE ACROSS LAKE BAIKAL.

The break in the Siberian Railway caused by Lake Baikal is bridged by ice in winter, and by the use of a ship which carries the train in summer.

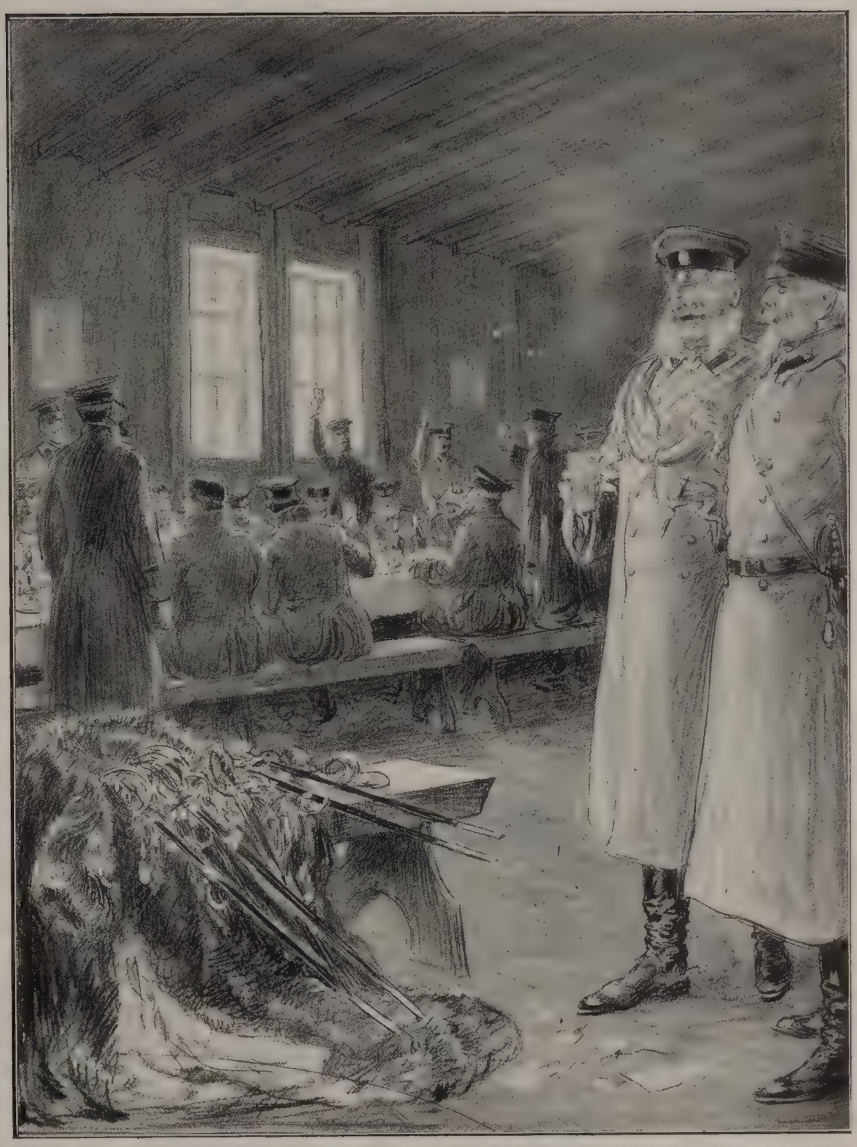
the mental qualities required for such a position as he held, and from his daily conversation it was plain that he underestimated the Japanese to a dangerous extent.

Russia's Total Naval Force.

The total naval force of Russia available in the Far East on the outbreak of war can be summed up thus, as compared with the Japanese:

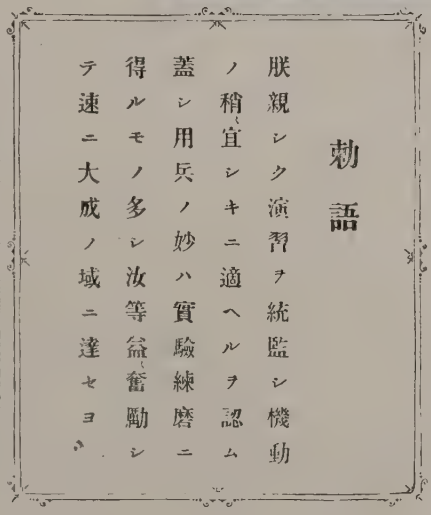
	Japan.	Russia
Modern battleships ...	6	7
Modern armoured cruisers ...	6	2
Large belted cruisers ...	0	2
Fast protected cruisers ...	10	7
Older cruisers	19	7
Destroyers ...	19	14
Other torpedo craft ...	60(?)	12(?)

Russia, it will be seen, was far weaker than Japan in armoured ships, of which Japan had twelve to the Russian nine.



INSIDE THE REFRESHMENT SALOON, MIDWAY ON THE ICE BETWEEN THE SHORES OF LAKE BAIKAL.

This shelter is made of wood and lined with felt. It has double doors as a further protection against the intense cold.



A MESSAGE FROM THE EMPEROR.

These Japanese characters embody the Imperial approval of some manœuvres at which the Emperor was present, and run thus in Japanese English:

Having personally presided over the manœuvres, We find the performance well carried out. As the ability of handling large forces, however, is much indebted to the practical experience and constant training, so We remind you, all officers and men, to be more diligent and zealous to reach the highest grade of success.

In other cruisers of modern type the two sides were on a footing of practical equality; in old ships the Japanese had a great preponderance, while in torpedo craft of all sorts they were overwhelmingly superior. Calculating upon a system invented by a well-known British naval writer, Mr. F. T. Jane, the Russian strength in fighting ships might be valued at 105 points, and the Japanese at 128. Japan, then, had a slight naval preponderance.

The Russian Army in the Far East at the opening of 1904 consisted of 150,500 officers and men, with 266 guns, to the east of Lake Baikal. Of this total 108.000 were infantry, 22,500 cavalry, and

36 batteries, with 11,000 men, artillery. The rest of the force was made up of engineers, train and supply department, and the various technical branches which

THE RUSSIAN PROTECTED CRUISER "BOGATYR," 6,500 TONS.
One of the Vladivostock Fleet. Launched 1900 at Stettin.

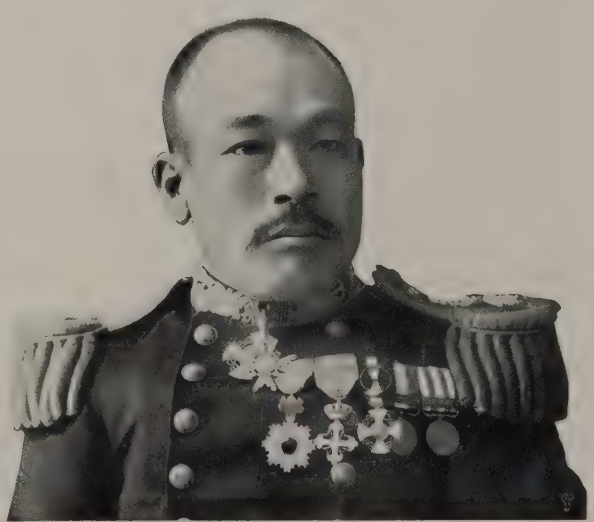
[Cribb Photo.
THE JAPANESE CRUISER "TOKIWA."
Built at the Elswick Works.

must accompany an army in the field. The best troops were probably the Cossacks, who are something between cavalry and mounted infantry, armed with rifles, and excellent horsemen, well mounted. But, in addition to them, there was a considerable force of regular mounted infantry. The Russian artillery was armed, in part, with a new pattern of quickfiring field-gun of great power, said to be capable of discharging twenty shots a minute, though this is probably an exaggeration. The shell weighs 15lb., and the effective range is 5,500 yards. The Russian rifle is the Mouzin of 1891 pattern, which carries five rounds in the magazine, and is loaded with a clip.

Russia's Far Eastern Army.

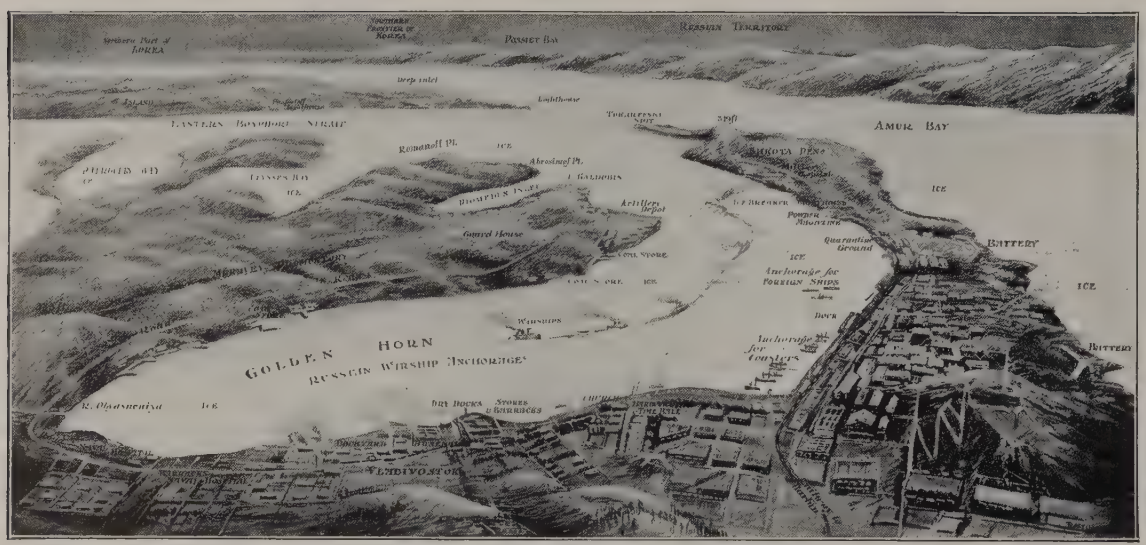
In addition to the above Russian troops, about 40,000 men may have been raised locally by drawing upon the various reserves in the Far East; while the movement from Europe of a complete army corps, the 10th, totalling some 42,000 men, with 172 guns, was ordered in January. The distance to be covered was, however, so enormous that it is doubtful whether it could have arrived before the beginning of March, if by then. But with these additional troops the Russian forces in the Far East would number about 230,000 men, of whom quite 60,000 would be required for the purpose of guarding the railway and garrisoning the Russian fortresses.

The Russian Soldier.



THE CAPTAIN OF THE "MIKASA," CAPTAIN IJICHI.

PAYING OFF OLD SCORES. MANCHURIAN BANDITS ATTACKING RUSSIAN OFFICIALS. (Drawn by H. W. Koekkoek.



BIRD'S-EYE VIEW OF VLADIVOSTOCK AND ITS HARBOUR.
The Harbour is approached by the Eastern Bosphorus Strait.

The Russian soldier is excellent, inured to hardship, personally brave, of good physique; but he is unintelligent and slow of understanding, lacking entirely in initiative, and with no recent war experience against a dashing enemy. The Turks, in the war of 1877-8, rarely or never attacked, and were so indifferently organised and badly led that they were, in comparison with the Japanese, a contemptible foe, though brave and hardy, as are indeed the Japanese. The Russian generals have the reputation of knowing their business well, but the inferior officers are ill-educated and untrustworthy, from the national habit of peculation. The tactics of the Russians are of the antiquated type common before the Boer War illustrated and proved the stopping power of the modern rifle. From highest to lowest the Russian Army

THE RUSSIAN VLADIVOSTOCK FLEET TAKING SUPPLIES ON BOARD.
This picture shows the sledges drawn on the ice to the ships' side.

had been trained to despise the Japanese; and contempt for your adversary is a very dangerous equipment with which to enter upon a great war.

The Japanese Navy in 1904 was strong in ships, in men, and in repairing facilities, which are of the utmost importance, as the modern warship is intensely susceptible of injury. It included six battleships—MIKASA, HASUSE, ASAHI, SHIKISHIMA, FUJI, and YASHIMA—all of British design, and built in England, resembling in their particulars the British *Majestic* class, with, however, many improvements. These six ships were similar in that they were all

[Warnebold, Hamburg.
CHINESE HARBOUR AND ZAMPANS AT VLADIVOSTOCK.

POST AND TELEGRAPH OFFICES AT VLADIVOSTOCK.

armed with four 12-inch guns apiece, mounted in pairs in barbettes, behind strong shields. All carried as their auxiliary battery from ten to fourteen 6-inch quickfiring guns. The squadron steamed from 15 to 16½ knots at sea, or one to two knots more than the Russians, and could be trusted to maintain that speed for hours and for days. The battleships were well protected by armour, and were accustomed to exercise together at sea, so that they were admirably trained for battle. The shooting was good, and the Japanese had practised at long ranges of from 4,000 to 8,000 yards, realising that in modern war the ships which can hit her enemy at a great distance has the odds in her favour.

Japan's Navy.

This fleet was under the orders of Admiral Togo, with his flag on board the MIKASA. He was an officer of great experience. As a boy he had served in the British training-ship *Worcester*, and in the British Navy; had studied in the Naval College at Greenwich; and in the war with China had held the command of the cruiser NANIWA, in which vessel he had fought in the first action off Asan, and had sunk the *Kowshing*. At the Yalu he handled his ship admirably, and won general praise in his service. Of Samurai descent, a fighting man by birth and inclination, he was about fifty years of age at the outbreak of war, short and thick-set in appearance,

Admiral Togo.

[Copyright. Alan Burgoyne.
THE RUSSIAN ARMOURED CRUISER "GROMOBOI."
Commodore Reitzenstein's Flagship at Vladivostock.

[Drawn from a photograph.
FAREWELL TO GENERAL KUROPATKIN AT ST. PETERSBURG.

ships of older date. They were probably quite as good as the Russian battleships of the *Poltava* class. They were capable of steaming 19 knots at sea, and two of them, under favourable conditions, could manage 21. They were among the most formidable elements in the Japanese Fleet, and had attracted general admiration in England, where four of them had been built, as about the most powerful ships of their size ever produced. Capable at once of hitting hard and taking a great deal of punishment, they formed an ideal fast squadron.

Japan's Squadron of Six Armoured Cruisers.

The third, or fast, Japanese squadron of protected cruisers (which differ from armoured cruisers in this, that they have only a flat or curved deck of steel, dividing the ship horizontally at the level of the water-line, and preventing shells that may burst in the upper part of the hull from injuring the engines, boilers, and magazines, which are kept below the water-line and under the armour-deck; while the armoured cruiser has this kind of deck as well as steel armour on her sides and guns), was composed of four ships, nominally good for 23 knots, and actually for about 21—the KASAGI, TAKASAGO, CHITOSE, and YOSHINO. The first three carried each two 8-inch and ten 4·7-inch quickfirers: the YOSHINO, four 6-inch and eight

Japan's Fast Protected Cruisers.

with piercing, black eyes, and a black beard and moustache.

The second item of importance in the Japanese Fleet was the squadron of six armoured cruisers—ASAMA, TOKIWA, IDZUMO, IWATE, YAKUMO, and ADZUMA—under the command of Vice-Admiral Kamimura. These six cruisers each mounted four 8-inch quickfirers, with from twelve to fourteen 6-inch weapons. They were plated with Krupp or Harveyed steel, varying in thickness from five to seven inches, on their water-lines, sides, and guns, and were little inferior in protection to most battle-

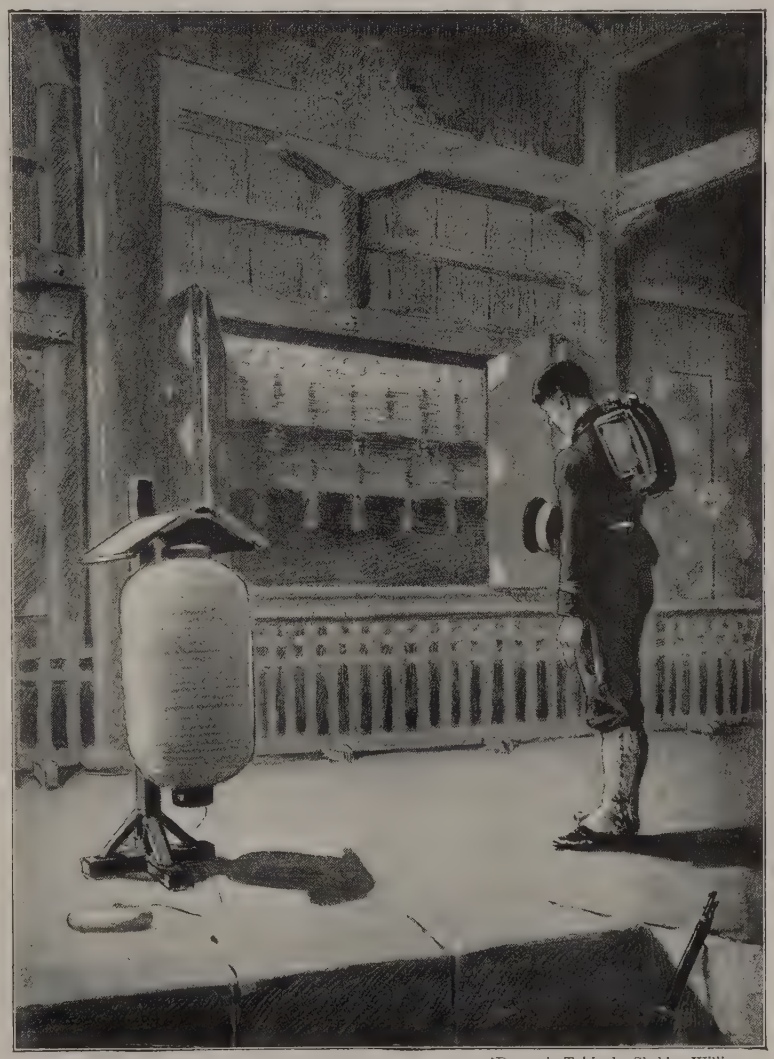
CAPTAIN MATSUMOTO,
Captain of the Japanese Battleship "Fuji."

JAPANESE BATTLESHIP "FUJI." BUILT ON THE THAMES. [Cribb Photo.

4·7-inch guns. They were comparatively small vessels, but well armed, and with their high speed were well adapted for scouting, attacking hostile torpedo-boats, and watching blockaded ports. They are believed to have been under the orders of Rear-Admiral S. Dewa. Two were of English build, and two had been constructed in the United States, but this latter pair had not given entire satisfaction.

Japan's Older Cruisers.

The older Japanese cruisers, ITSUKUSHIMA, MATSUSHIMA, HASHIDATE, NANIWA, CHIYODA, TAKACHIHO and AKITSUSHIMA, had all fought at the Yalu, and were still useful ships for coast-defence work and scouting, though with years their speed had fallen, and they were no longer capable of fighting in line. The old Chinese ironclads CHIN YEN (*Chen Yuen*) and SAI YEN (*Tsi Yuen*) had been refitted and added to the Japanese Fleet, where, with the obsolete Japanese ironclad FUSOO, they were of little use for anything but work on the coasts of Japan and Korea. Another cruiser, the IDZUMI, purchased from Chili in 1895, and twenty years old, was in much the same case, though in her own day she had been a most remarkable vessel, since, under the name of the *Esmeralda*, she had been the progenitor of the well-known type of protected cruiser. Six small fast cruisers (NIITAKA,



[Drawn in Tokio, by Sheldon Williams.

A JAPANESE SOLDIER'S FAREWELL. OBEISANCES IN A TEMPLE.

This represents the interior of the Yasukuni Temple, which was built to commemorate soldiers fallen in battle.

JAPANESE RECRUITS FOLLOWING A SERGEANT TO THE RENDEZVOUS AT TOKIO AFTER THE OUTBREAK OF WAR.

TSUSHIMA, SUMA, AKASHI, MIYAKO, and YAEYAMA) for scouting work completed the list of effective ships. The Japanese also had a large number of old gunboats, worn-out cruisers, and miscellaneous craft, which might, under conditions, be capable of rendering useful service in war, and, in addition, they armed fifteen or twenty merchant steamers.

The Japanese Torpedo Flotilla.

The Japanese torpedo flotilla was an exceptionally powerful one. Their own experience at Wei-hai-wei had taught them the power of this new weapon, in the use of which they excelled, and for the employment of which Far Eastern waters and the Japanese seas are peculiarly suited. They had a large steamer, purchased from the merchant service, the TOYAHASHI, to carry torpedo stores, torpedoes and mines. There were two torpedo gunboats, the TATSUTA and CHIHAYA, each steaming 21 knots, and carrying five torpedo-tubes. But the main strength of the flotilla for attack lay in its magnificent squadron of destroyers. Of these nineteen were complete in 1904. Fifteen of them had been constructed in England by Messrs. Yarrow and Thornycroft, whose fertile brains first conceived the idea of these deadly little craft, which are much larger than a torpedo-boat, and for that reason far better able to keep the sea in rough weather, or make long voyages. Such good seaboats are these craft, indeed, that there are occasions upon which the British destroyers in the Mediterranean have kept the sea when French battleships have been driven to their ports for shelter. The Japanese boats steamed from 30 to 31 knots on trial, which meant that they could be trusted to do 25 knots in ordinary service; they each carried two torpedo-tubes, firing the 18-in. torpedo, and were manned by crews of from 54 to 57 men. Accustomed to run in and out among the islands on the

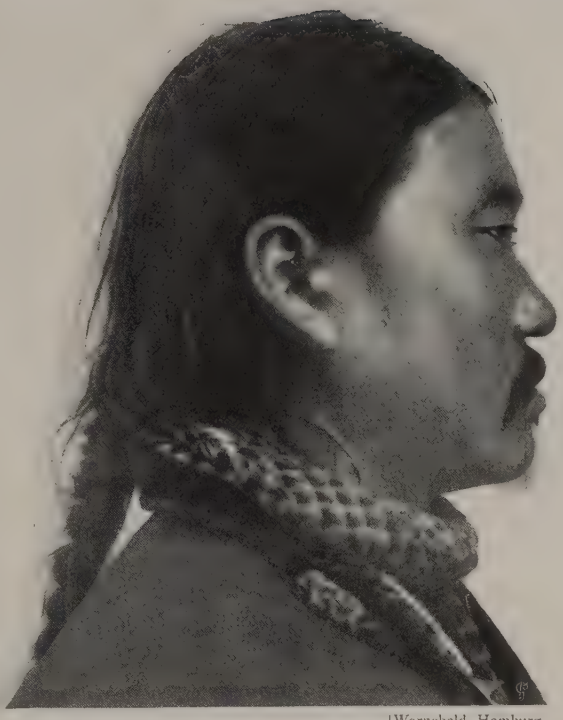
ADMIRAL BARON INOUYE.

Commander of the Yokusaga Naval Station. One of the most popular men in the Japanese Navy.

coasts of Japan and Korea, the officers and men in charge of them thoroughly knew the waters in which they might be called upon to operate.

Smaller Torpedo-Boats.

Of smaller torpedo-boats there was a very large number, as the flotilla which had been in existence during the war with China, and which had been reinforced by the boats captured from the Chinese, had been greatly increased since 1895. It is difficult to say exactly how many of these boats were fit for service in 1904, but probably the number was about 60. Thirteen more boats were building, and some of these may have been completed by the outbreak of the war, as it is certain that the Japanese would make every possible effort to have the maximum of force ready against the Russians. The Japanese torpedo-boats were in many cases vessels of considerable size, and but little inferior to destroyers, though slower and less able to face bad weather. They were quite capable of operating against such points as Port Arthur and Vladivostock from bases seized near at hand, and would be invaluable for keeping Russian



[Warnebold, Hamburg.

A RUSSIAN SUBJECT FROM THE AMOUR RIVER.

A Giliac worker in the gold mines.

[Drawn by C. Dixon, R.I.

BIG RUSSIAN GUNS ON THE WAY TO THE FRONT—A SNOWSTORM EN ROUTE

[Topical Press Agency.
CHINESE SOLDIERS DRILLED BY JAPANESE. NOW STATIONED NEAR THE GREAT WALL TO PRESERVE THE NEUTRALITY OF CHINA.

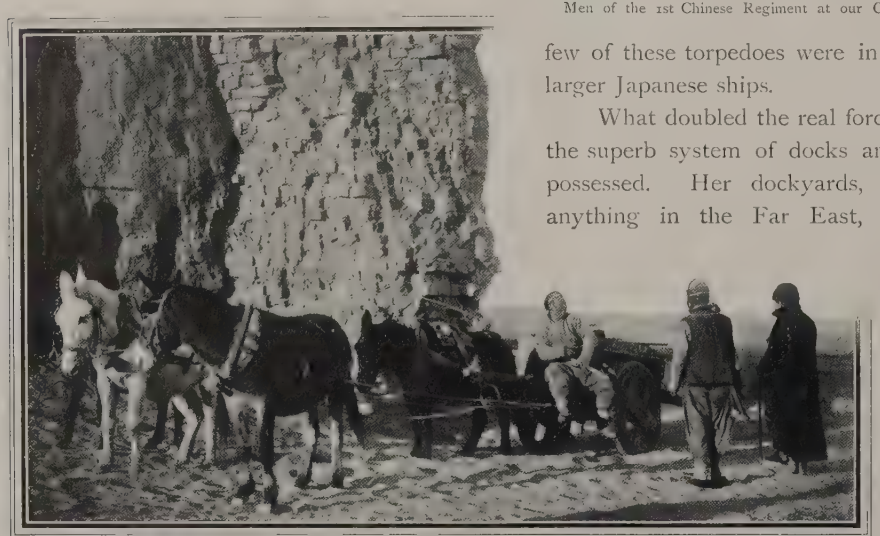
cruisers away from the Japanese ports.

It was unfortunate that neither side at the outset possessed submarines, so that this new and terrible weapon could not be tested in war. Japan, however, is reported to have had two building in the Japanese ports, while there are rumours that six Russian submarine-boats in sections were sent by rail from the Black Sea to the Far East shortly after the beginning of the war.

Japan's Torpedoes.

The torpedo used by the Japanese torpedo-boats is the 14-in., and by the destroyers the 18-in. The 14-in. is a far less formidable weapon than the 18-in., since it only contains 79 lbs. of gun-cotton, against the 171 or 200 lbs. in the larger pattern. Just before the war the Japanese had experimented with an infinitely more powerful torpedo than either of these, the 24-in. running 3,000 yards, and carrying 200 to 250 lbs. of gun-cotton; and it is believed that a few of these torpedoes were in use in one or two of the larger Japanese ships.

[Topical Press Agency.
CHINESE SOLDIERS TRAINED BY ENGLISH OFFICERS.
Men of the 1st Chinese Regiment at our Chinese possession—Wei-hai-wei.



[N. P. Edwards Photo.
THE END OF THE GREAT WALL OF CHINA AT SHAN-HAI-KWAN.
The Chinese are massing troops here, as it is the frontier between Manchuria and China.

What doubled the real force of the Japanese Fleet was the superb system of docks and dockyards which Japan possessed. Her dockyards, indeed, were superior to anything in the Far East, both for organisation and accommodation, while all her modern ships were specially built with docking keels, so that when they entered dock they did not need to undergo the complicated process of shoring-up, but had simply to steam in and lie there till the water was pumped out. At

[N. P. Edwards Photo.
WEI-HAI-WEI.
A Chinese port to the east of Chifu, leased by the British.

Yokosuka, one large and two small; at Kure, two large; at Uraga Bay, one very large and two of moderate size; at Kobe, one of moderate size; at Osaka, eight small; at Nagasaki, one large and two smaller; at the great Japanese naval station of Sasebo, not far from Nagasaki, three large docks and one small one.

Japan's Splendid Dockyards.

Hakodate was one large dry dock, capable of taking a battleship; at Yokohama were two large ones; at Tokio, one small one; at the Government yard of

Stereographs copyright] CHIFU HARBOUR AT EVENING. [Underwood & Underwood, London & N.Y.

RUSSIAN OFFICERS PURCHASING REINDEER IN SIBERIA FROM THE CHUNCHUSES FOR TRANSPORT PURPOSES.

[Berliner Illustrations Gesellschaft.
RUSSIANS READING THE LATEST NEWS FROM THE WAR.

There were thus eleven large docks, capable of containing battleships, or almost enough to hold all the Japanese battleships and armoured cruisers at the same time, while the docks capable of taking smaller cruisers and torpedo craft were no fewer than seventeen. Their study of naval war had convinced the Japanese that injuries to ships would be frequent, and that the Power which could most speedily effect repairs after a great battle would have the game in its hands. Therefore all their preparations aimed at the rapid making of repairs. Against the two Russian docks of large size, at Port Arthur and Vladivostock, Japan had eleven. If the Russians ventured out and fought a great battle, there was no port where they could effect the necessary repairs, while the Japanese could be at sea again in a month, with their ships in good order. Nor was it an insignificant advantage that Japan had an ample supply of good coal, mined in her own territory. This fuel, though inferior to Welsh coal, was better than anything the Russians possessed.

[Berliner Illustrations Gesellschaft.
RUSSIAN TROOPS MARCHING TO THE STATION FOR THE FRONT

Nature, too, favoured the Japanese. For two thousand miles the islands under the rule of the Emperor of Japan front the coast of Asia, in an almost unbroken chain, with numerous fortified positions connected by telegraph. An enemy approaching from Europe would have to pass along this chain of positions, at any point in which the Japanese Fleet might be found, resting on its bases, with abundance of coal and ammunition near at hand, and with friendly ports within reach. First in this long chain of positions come Formosa and the Pescadores, right in the line of approach from Hong-kong, with a fine harbour and coaling station at Kilung. From Formosa, the Riu-kiu Islands run northwards to the main group of Japanese islands. A fleet whose approach was announced from Formosa could be attacked by a Japanese squadron moving from Sasebo so as to hold

How Geography Favours Japan.

THE JAPANESE NAVY DEPARTMENT, TOKIO.

the entrance to the Korea Strait or the Gulf of Pechili.

Little could be achieved by an enemy against Japan itself. The important places are all well fortified. Of the three entrances to the Inner Sea, which gives access to the inmost heart of Japan, the Straits of Shimonoseki and the Kii Channel are strongly fortified, while the Bungo Channel is to some extent defended by mines, and on the eve of war fortifications are believed to have been erected on the shallows commanding the entrance. Thus the Inland Sea gives the Japanese a short cut between the Pacific and the Korean Straits, and enables them readily to move their forces backwards and forwards. It also affords an admirable point of assemblage for a fleet of transports, and from Kure and Hiroshima most Japanese expeditionary forces formerly sailed.

COSSACKS OF THE IMPERIAL RUSSIAN GUARD.

In the Korean Straits the Japanese own the strongly fortified island group of Tsushima, which is an admirable station for torpedo craft guarding the straits, while in the present war they have seized advanced bases where they needed them on the Korean coast. Owing to the peculiar configuration of the Yellow Sea, which narrows between Chemulpo and Wei-hai-wei, they can easily watch it from their Korean ports. Thus by Nature they are admirably equipped for a naval war against such a Power as Russia.

LIEUT.-GENL. KASEGAWA.

This officer aroused General Kuropatkin's admiration during his visit to Tokio, on account of his magnificent physique.

But the Japanese had reinforced Nature by art. The personnel of their Navy was admirable; its officers scientific, well educated, perfect masters of their profession, and inimitably brave. The men were obedient, educated, resourceful, disciplined

A JAPANESE BLUEJACKET'S DARING DEED.

This Japanese bluejacket jumped from his craft on board the "Stereguschtchi." He found the Russian captain just coming out from his cabin. He cut him across the head with his cutlass, and he fell to the deck. When he again attempted to rise to continue the fight the Japanese bluejacket kicked him overboard.

Personnel of the Japanese Navy.

In their good qualities they are held by British naval officers to be little, if at all, behind that fine type of fighting man, the British bluejacket, whose uniform they have copied. The observer on the deck of a Japanese battleship might suppose from the drill and appearance of the men, as seen at a little distance, that he was standing in a British vessel. There is the same neatness, the same familiar appearance, due in part, no doubt, to the English build of their vessels and the English uniform.

The General Staff.

The Japanese General Staff, at the head of which is Admiral Ito, is the equal of any in the world, while there are no secrets from the Japanese Intelligence Department. It knew every detail of the Russian Fleet; every particular about Vladivostock and Port Arthur. Not content with secondhand information, many of the Japanese officers had seized the opportunity of acquainting themselves with the Russian arsenals by taking service there in the humble guise of hairdressers and valets. It is said that a Japanese Intelligence officer used daily to shave Admiral Alexeieff's staff at Port Arthur, and probably the knowledge

JAPANESE SOLDIERS RECEIVING THEIR KITS AT TOKIO. [Drawn from photo by S. Smith.

which he thus picked up was an ample compensation for the humiliations he had to endure. Finally, the whole personnel of the Japanese fleet was animated with a fanatical spirit of patriotism, and had learnt to long with ardour for a war with Russia. "It was too easy," said the officers and men who came back from the Yalu and Wei-hai-wei. They desired opponents better worthy of their steel than the Chinese Navy of 1894 provided.

The Japanese Army.

The Japanese Army had been thoroughly reorganised after its triumphs in the war with China. It is the doctrine of Japan as of most great states, that the first duty of every able-bodied citizen is to defend his country. The army is recruited by compulsory

JAPANESE SOLDIERS ON THE MARCH THROUGH TOKIO. [Sidney Smith Photo. No. 6.

JAPANESE SOLDIERS PACKING SUPPLIES AT THE DEPOT NEAR TOKIO FOR ENTRAINMENT. G. Smith Photo.

G. Smith Photo.
JAPANESE MILITARY PONIES GOING TO THE STATION FOR THE FRONT.

of cavalry 2,200 men strong. The total force available in the first line for active service is 288,000 men and 798 guns. In the second line, available for garrison or other duty, is the territorial army, 122,000 men strong, with 312 guns. In the third line are another 100,000 service, but only about 60,000 men a year out of 250,000 who reach the age of service, are taken. The active army is organised in thirteen divisions, each of which consists of two infantry brigades, or twelve battalions of 12,000 men; one cavalry regiment of 570 men; and six batteries of artillery, with 36 quick-firing guns. It is believed that each division has been further strengthened for the present war by the addition of a reserve brigade of infantry 6,000 strong, and an additional battery of artillery, in which case the strength would be about 22,000 men, with 42 guns. Besides the 13 divisions there is an independent division

G. Smith Photo.
JAPANESE SOLDIERS BREAKING A MILITARY PONY TO HARNESS.

JAPANESE SOLDIERS EN ROUTE TO THE STATION AT TOKIO IN RICKSHAWS.

men, who serve as militia, and who are being organised in regular brigades and divisions.

Japan's Weak Cavalry.

The great weakness of the Japanese army lies in its cavalry, which is numerically weak and badly horsed. The Japanese horse is a wretched animal, and even the artillery is not very efficiently equipped with draft animals. This, it need scarcely be said, is a very serious matter, and though great efforts had been made by the Japanese Government to improve the breed of horses, the outbreak of war found Japan with a very small number of serviceable horses, whereas Russia had an enormous supply. It has yet to be seen whether the Japanese weakness in this direction may not have an unfavourable influence upon the land campaign, though it is true that the inferiority of the Japanese cavalry is atoned for to some extent by the extreme mobility of the infantry. Instances are known in which regiments have marched 40 miles, and it is claimed that 20 miles can be covered by them day after day. The arm of the infantry is a light magazine rifle, the Midjii, similar to the Mannlicher, and carrying five rounds in the magazine, with a clip load. The cavalry have a carbine of the same pattern. The arm of the artillery is the Arisaka quick-firing gun, similar to the latest Krupp gun, and discharging a 10-lb. shell.

The Spirit of the Army.

All that has been said of the zeal and spirit of the Japanese Navy applies with equal force to the Japanese Army. The officers devote their whole attention to their profession, and are unquestionably among the most competent in the world. The soldier is well educated, sober, hardy—with an absolute contempt for death, which makes him a formidable antagonist. In fighting qualities he is more than a match for the Ghoorkas, whose prowess has endeared them

[Haines Photo

JAPANESE MARINE.

JAPANESE SOLDIERS ON THE TOKIO PARADE GROUND, MARCHING. [S. Smith Photo.

to British regiments. Add that he is swayed in the present war by the deepest and strongest of all passions, devotion to his country and love for his Emperor, and that he knows Japan to be fighting for her life, and the world will understand what may be expected from the Japanese soldiery.

When the first shot was fired by the *Korietz*, the two large armoured cruisers purchased from the Argentine by Japan were still on their passage from Singapore to Yokosuka. These two vessels had been

By courtesy of Shozo Kato.]

[Drawn by a Japanese Artist.

THE DEPARTURE OF THE JAPANESE EMPEROR FROM TOKIO, AT THE TIME OF THE CHINO-JAPANESE WAR, FOR THE HEADQUARTERS AT HIROSHIMA. ACCOMPANIED BY THE IMPERIAL GUARDS, CALLED KONOYEHEI

[S. Smith Photo.
A TOKIO HOUSE DECORATED IN HONOUR OF THE CREWS OF THE "NISSHIN" AND "KASUGA."

The "Nisshin" and "Kasuga."

acquired at the close of 1903, and in the early days of January, 1904, were rapidly completed for sea at Genoa. Ten officers and 120 men were obtained in England to take them out to Japan, and despatched by train to Genoa. All the men were British subjects, and many of them had served in the Naval Reserve. The officers in charge were Captain Lee commanding the NISSHIN and Captain Paynter commanding the KASUGA. Both were on the emergency list of officers for the Navy, and were somewhat unfairly struck off it by the British authorities for rendering this service to Japan. The rest of the crews were made up of a few Japanese seamen, with half a dozen Japanese officers to superintend proceedings, and a number of Italians taken on from the yard in which the ships had been built. The two vessels received their guns and ammunition before they left Italy, but they were too weakly manned to make much of a fight had they been attacked on the way out.

They were hastily completed for sea and left on Sunday, January 10. Quite early their troubles began, as they had no papers and no status; no owners and, as yet, no country. They had difficulty in obtaining a bill of health from the authorities at Genoa, though such a bill was necessary to procure their admission even at British ports. After the bill had been sent, the Russian Consul brought pressure to bear so that the Italian authorities asked for its return. Fortunately, Captain Lee managed to lose it, though it turned up again so soon as he had got away to sea. The ships quitted Genoa at night, and next day, hoisting the Japanese naval flag — to which, strictly speaking, they had no right—their course was set for Suez. It now remained to be seen

[S. Smith Photo.
WAITING FOR THE ARRIVAL OF THE CREWS OF THE 'NISSHIN" AND "KASUGA."

THE JAPANESE CRUISER "NISSHIN" IN GENOA HARBOUR, WHERE SHE WAS BUILT.
This photograph was taken the day before she started for Japan.

A JAPANESE DRAWING OF THE WELCOME IN TOKIO TO THE CREWS WHICH BROUGHT THE "KASUGA AND "NISSHIN" FROM GENOA TO JAPAN.
There was a fete in their honour in the Hioiya Park, Tokio, Feb. 19, 1904.

whether the Russian Squadron in the Mediterranean would attempt to intercept them. Just before they left an attempt to destroy one of them was discovered. The electric lighting wires in the magazine of the NISSHIN had been tampered with, so as to cause a short circuit. A fire in the magazine might easily have been the result, when the ship would have been wrecked. As it was, no damage was done.

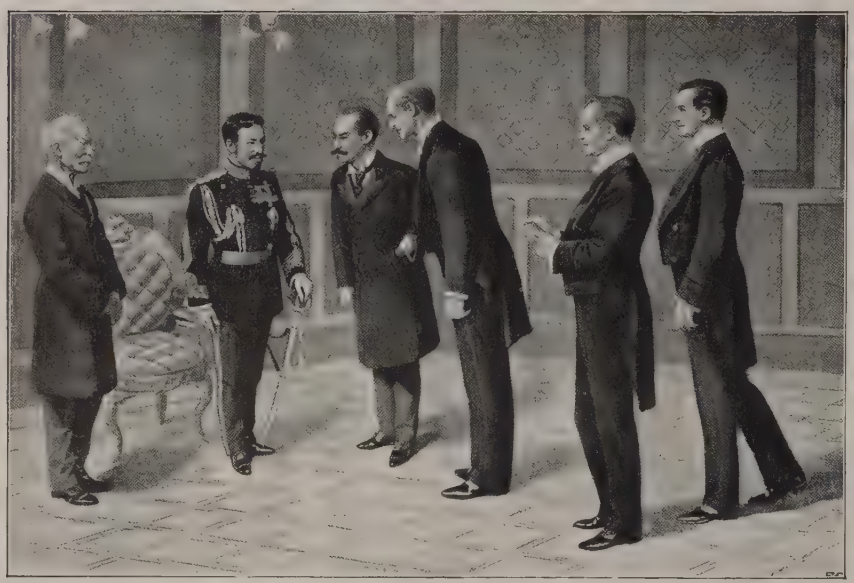
The Voyage to Japan.

The Russian fleet was stationed as follows: At Suda Bay, in Crete, a point near the route to Port Said and the Suez Canal, were placed the cruisers *Aurora* and *Dmitri Donskoi*, with seven destroyers. The battleship *Oslabia* was at Bizerta with two more destroyers; while at Algiers was yet another pair. At Ferrol, in case the ships passed out into the Atlantic, were the old battleship *Nicolai I.* and the gunboat *Abrek*, with the new fast cruiser *Almaz*, on her way to Algiers. As soon as the cruisers sailed, the Russian ships from Suda Bay made for Port Said, and on the way thither sighted the Japanese vessels. It must have been a moment of grave anxiety on either side, most of all to the Japanese who did not know whether the Russians might not intend to begin the war there and then, while they were well aware of their own weakness in point of men. The Russians, on the other hand, could not but be struck by the formidable appearance of these ships, and be doubtful of their own power to capture them. None of the Russian ships had armour on their guns, while the Japanese cruisers were admirably protected. The Japanese cruisers dipped their flags, as is the custom at sea; the Russians sulkily made no reply, and the cruisers drew fast away, unmolested, but with the smoke of the

[S. Smith Photo.
SNAPSHOTS TAKEN AT THE FETE TO THE BRITISH SAILORS IN TOKIO.

[Drawn by Georges Scott.

RUSSIAN TROOPS MARCHING THROUGH ST. PETERSBURG ON THEIR WAY TO THE WAR.



[From materials supplied by the Captain of the "Kasuga."

THE EMPEROR OF JAPAN RECEIVING THE CAPTAINS OF THE CRUISERS "NISSHIN" AND "KASUGA."

Mr. Boyle, the representative of Sir W. G. Armstrong, Whitworth & Co., and the captains of the two ships were received in private audience. The Emperor shook hands with them, and decorated them with the 4th Order of the Rising Sun, which is only bestowed on his own officers after twelve years' service. He also gave them very beautiful presents.

whose services were urgently required to deal with the cruisers, was still delayed and had not arrived. The Russian idea, apparently, was to place the Japanese cruisers between two Russian forces, but alone the *Dmitri Donskoi* would probably have been sunk had she attempted to interrupt their progress. However, once more nothing happened. The two ships reached Perim without incident, shook off the Russian pursuit, and, proceeding to Colombo, coaled there, and made for Singapore. In Eastern waters there would be some danger for them, as if the Russians had played a bold game it might have been possible to send a squadron to attack them, though in that case Admiral Togo, who all these weeks was closely watching the Russians, would no doubt have had something to say. On February 2 the two ships reached the last neutral coaling station, Singapore, and there made good certain minor defects in the machinery while coaling. They had behaved very well, and had proved themselves good sea-boats in the heavy weather which they had encountered in the Indian Ocean.

Though the cruisers had orders to sail Russians following behind. An absurd fable was spread to the effect that the cruisers had reached Port Said under the escort of a British fleet. This was probably due to the fact that they were seen at sea in the midst of this Russian Squadron. As a matter of fact, from first to last they sighted no British ship of war in the Mediterranean.

At Port Said they coaled, and at once passed through the Canal, preceded by the *Dmitri Donskoi*, while the *Aurora* and the destroyers remained at Port Said. The battleship *Oslabia*,

NATIVE MARKET NEAR SEOUL, KOREA.

as soon as they had coaled—which process, it was hoped, would be completed on February 4—they were delayed by trouble with their crews, who seemed annoyed that they had missed a fight, and by bad weather. On February 5 they had not completed their coaling, when fresh and peremptory orders reached them to put to sea at all costs on the 6th, and proceed straight to Japan. On the 6th, accordingly, they sailed northwards, some twenty-four hours before the seizure of the *Argun* by the Japanese fleet, and ten days later, when the war was in full swing, they dropped anchor in Yokosuka Harbour.

Rejoicings in Japan.

The officers and crew received a great ovation from the Japanese. Captains Lee and Paynter and the chief-engineers were decorated by the Emperor, and presents were bestowed upon them. They had added to the Japanese fleet two units of immense value, and had thus exerted an appreciable influence upon the course of the war.

CAPTAIN YAMADA, OF THE JAPANESE BATTLESHIP "ASAHI."

ONE OF THESE POSTCARDS WAS PRESENTED TO EACH OF THE ENGLISH SAILORS WHO TOOK THE "KASUGA" AND "NISSHIN" TO JAPAN.

The NISSHIN and KASUGA are ships of 7,700 tons, with a speed at sea of 17 knots, and on trial of 20. They are entirely sheathed in 6-in. Krupp steel amidships, where they carry fourteen 6-in. guns apiece in a central battery. In two turrets at either end of the ship are four 8-in. guns, two guns in each turret, though the KASUGA had in her forward turret one 10-in. gun, instead of two 8-in., and thus differed slightly from her sister ship. The full war crew of these vessels is 500; the Japanese showed excellent judgment in purchasing them, since they are well fitted by their design and armament to act with the six armoured cruisers which took so large a share in the opening operations of the war. The arrival of the KASUGA and NISSHIN raised the Japanese strength in armoured ships, fit for the line of battle, to fourteen.

THE JAPANESE CRUISER "KASUGA" TAKING AMMUNITION ON BOARD IN GENOA HARBOUR, PRIOR TO SAILING FOR JAPAN.

CHAPTER VIII.

THE BATTLE OF CHEMULPO.

AT the head of a long and difficult inlet, through which twice a day pours a boisterous tide, rising and falling in some months so much as 37 feet, stands the Korean Treaty Port Chemulpo. The channel which gives access to it is exceedingly narrow and has to be navigated with extreme caution. The place had for twenty years been

The Port of Chemulpo.

THE RUSSIAN CRUISER "VARIAG" STEAMING OUT OF CHEMULPO HARBOUR FOR THE FIGHT.

opened to the trade of the West, but it had not developed greatly till after the war between China and Japan. In the words of Mr. Angus Hamilton, who visited it on the eve of the present conflict, "it boasts a magnificent bund (or esplanade), wide streets, imposing shops, and a train service which connects it with the capital (Seoul). Its sky is threaded with a maze of telephone and telegraph wire; there are several hotels conducted upon Western principles; and there is also an international club." In particular, there was a large Japanese settlement, as the Japanese did most of the trade and owned the railway running to Seoul. It was a regular calling place for the German steamers of the Hamburg-American line, though with true British apathy none of our steamer lines thought it worth their attention. It was also an important meeting point for the fleets of the Great Powers in the Far East; and in February the British cruiser *Talbot*, the French cruiser *Pascal*, the American gunboat *Vicksburg*, and the Italian warship *Elba* were lying there.

CAPTAIN RUDINEFF, THE COMMANDER OF THE "VARIAG"

Russian Naval Plans.

It has already been noted that the Russian authorities had stationed the fast cruiser *Variag* and the gunboat *Korietz* at this point, and had failed to recall them when negotiations were broken off by the Japanese. The fast cruiser *Boyarin* had also been there, obtaining charts of the anchorage and approaches to Chemulpo, but had left on the eve of war. It is believed that it was the intention of Admiral Alexeieff to send the whole Russian Fleet thither from Port Arthur, when it moved out of harbour, and to land from transports a large force of men and seize Seoul. The *Variag* and *Korietz*, if this was really the plan, were intended to act as the advanced guard, and to preclude resistance on the part of any Japanese ships that might be lying in the harbour. The small Japanese cruiser CHIYODA had been there early in February, but slipped away on the night of February 7. It was noticed that in an entertainment which, shortly before her departure, her Japanese captain gave to the officers of the foreign warships, he placed the captain of the *Variag* on his right, and paid great attention

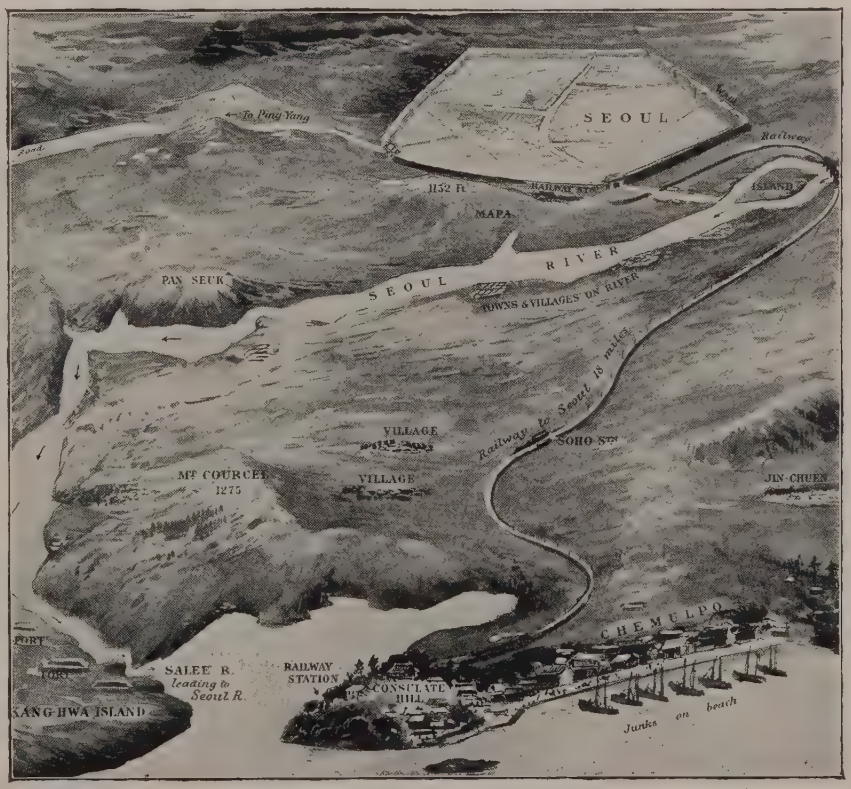
CHEMULPO—THE KOREAN TREATY PORT—THE SCENE OF THE FIRST NAVAL FIGHT IN THE WAR.

to his future antagonist. It has been said that the Russian officers did not expect war, but that is a fiction countenanced by Admiral Alexeieff and the Czar, without real foundation. The departure of the CHIYODA was a clear sign of the imminence of war, and was so understood by the other neutral officers. And, as a matter of fact, Captain Byelayeff of the *Korietz* had written to a friend on January 9 in the following terms: "I am ready to go to sea at any moment. From day to day we are looking for a tussle with the Japanese; we expect a sudden attack without any declaration of war. All our woodwork is being removed and placed ashore. Though I have no armour on my ship, we are strong enough to attack, have plenty of ammunition, and our men are in the best of spirits. We Russians are wont to trust to this temper of our men to do the work for us, but possibly that plan will not succeed here. I shall do all that I find necessary, and if they shoot us down and kill us, hold us in honourable memory."

Captain Byelayeff "Ready."

The intended departure of the main Russian Fleet for Chemulpo was stopped by a direct telegram from St. Petersburg, which forbade Admiral Alexeieff to attempt any such move, probably because the immense risk of such a proceeding was more fully understood in the Russian capital than at Port Arthur, and because Russia wished to gain time, to complete her preparations and bring out from the Red Sea the battleship *Oslabia* and the two cruisers which were on their way to the Far East. But the Japanese commanders were to the last moment uncertain

Japanese Fleet at Chemulpo.



BIRD'S-EYE VIEW OF CHEMULPO AND THE ROAD TO SEOUL, THE CAPITAL OF KOREA.

[Haines Photo.
JAPANESE OFFICERS OF THE "ASAMA," WHICH DESTROYED THE "VARIAG."

whether they would not find the Russians in great strength in Korean waters, in which case a terrible disaster to the Japanese squadron could scarcely be averted.

The Japanese force, which had been ordered to proceed to Chemulpo, was composed of the large armoured-cruiser ASAMA, the smaller cruisers CHIYODA, which had reached the rendezvous from Chemulpo, NANIWA, TAKACHIHO (flying the flag of Rear-Admiral Uriu), AKASHI, NIIGATA, the MIYAKO, and CHIHAYA, and eight torpedo-boats, with five transports carrying a force of 3,000 Japanese troops. They parted company with Admiral Togo's main fleet on the evening of February 7, and as they drew away from Togo, that Admiral signalled: "I congratulate you in anticipation of your success." Uriu replied: "Thanks for your kindness." Nothing up to this point had been seen of the Russians, nor was it definitely known where their main fleet was. Late on the 7th, as has been already narrated, Uriu's squadron came upon the *Argun*, took possession of her, and detached the torpedo gunboat CHIHAYA to guard her. It then proceeded on its way to execute its mission, which was to effect the capture or destruction of any Russian ships at Chemulpo, and then to land the troops, who were at once to move upon Seoul and occupy that place.

The "Asama."

The information received by the Japanese squadron from the CHIYODA'S captain seemed to show that the *Variag* and *Korietz* alone were in the harbour for which the fleet was bound. If so, Admiral Uriu had an immense superiority in force as against these two vessels. To begin with, the ASAMA was well protected by armour, while neither of the Russians had any on their sides or guns. On the waterline the ASAMA was plated with 7-in. of hardened nickel steel, with above that a strake of 5-in. steel; her heavy guns, which consisted of four 8-in. quick-firing weapons, each capable of firing three shots a minute, were placed in two barbettes protected by 6-in. steel, while in addition she had ten 6-in. quick-firing guns, which were similarly protected. Four more 6-in. guns were upon her upper deck, with only shields to shelter their gunners. She could fire on the broadside four 8-in. and seven 6-in. guns, discharging at each round 1,700lb. weight of metal. She was manned by

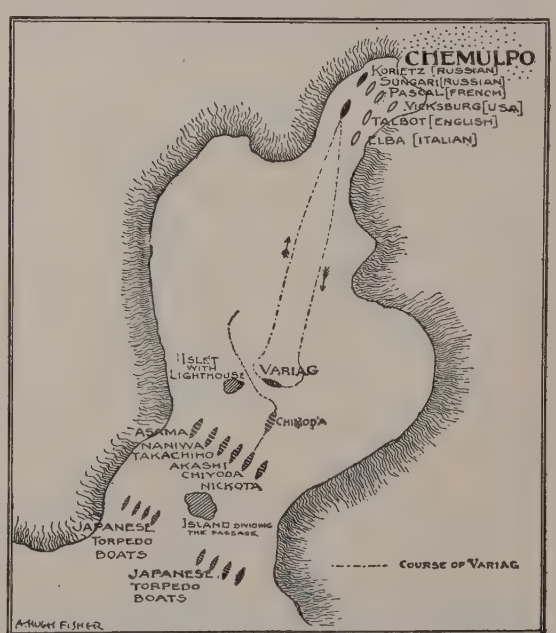


CHART SHOWING THE POSITIONS OF THE RUSSIAN VESSELS "VARIAG" AND "KORIETZ" AND THE JAPANESE FLEET DURING ACTION.

ADMIRAL URIU—THE HERO OF CHEMULPO.

His age is 46. Received his early training in America. Has spent most of his time on the Headquarters Staff of the Navy at Tokio.

[S. Smith Photo.
MR. MELTON PRIOR SKETCHING THE COMMISSARIAT WAGGONS AT TOKIO STATION.

500 officers and men and had steamed on trial 23 knots, while she had kept her speed, and was far faster than the *Variag* in service, though the Russian ship had done 24 knots on her trials.

The ASAMA had been designed by Mr. Watts, the present Chief-Constructor of the British Navy, and was herself far more than a match for the *Variag* and *Korietz*. The other Japanese cruisers do not appear to have taken any serious part in the battle, but they were all well armed for their size, and between them they carried four 10-in. guns of old pattern, 20 6-in., and 16 4·7-in. quick firers of the most modern type, so that had their services been needed they might have intervened with great effect. But they lacked the excellent armour of the ASAMA, which enabled Admiral Uriu to do his work without the slightest risk from the Russian guns, since the most powerful weapons carried in the Russian ships—the new 6-in. quick-firer and the old pattern 8-in. gun—could not be trusted at long ranges to penetrate 5-in. armour.

[S. Smith Photo.
MR. MELTON PRIOR, WAR ARTIST OF "THE ILLUSTRATED LONDON NEWS," AT WORK IN HIS ROOM AT THE IMPERIAL HOTEL, TOKIO.

As for the Russian ships, some account of the *Variag* has already been given. She was a ship in which everything had been sacrificed to speed, and was meant for scouting rather than fighting. She had the usual steel deck, from 2 to 3 in. thick, protecting the lower part of the hull; her main battery was composed of twelve 6-in. quick-firing guns, so mounted that six could be fired on either broadside. Her guns were without the steel shields which are usually fitted to exposed weapons where no armour is carried, probably because the presence of shields had been found disastrous by the Spaniards at Santiago six years before.

The "Variag."

She had four very tall funnels, of peculiar appearance, as the funnel-casings were not carried up to the top of her smokestacks; her conning-tower was exceedingly weak, plated only with 3 in. of steel, which would not keep out a 6-in. shell. Her boilers had given trouble, and she could no longer maintain the 24 knots with which she was credited on her eight hours' trial in America. Indeed, her pace is said to have fallen below 15 knots. She carried a crew of 570 officers and men. Of torpedo-tubes she had six, of which four were above water.

JAPANESE NEWSBOYS.

The *Korietz* was a feeble little gunboat of antiquated

[Drawn by C. W. Wyllie.

DISPOSITION OF THE FLEETS AT THE BATTLE OF CHEMULPO.

[S. Smith Photo.
JAPANESE RED CROSS SOCIETY NURSES MARCHING THROUGH THE STREETS OF TOKIO.

firing, of short range, incapable of hitting anything—and about as useful as the muzzle-loaders which only a year or two ago vanished from the British Fleet—with a 6-in. gun of old pattern, and one or two small quick-firers. The speed of the ship had once been 13 knots, but in 1904 did not exceed 8 or 10. The only protection for her crew was a deck of ½-in. steel, and weak shields over her heavy guns.

THE OPERATING-ROOM IN A RUSSIAN HOSPITAL TRAIN.

MEMBERS OF THE RUSSIAN RED CROSS SOCIETY LEAVING ST. PETERSBURG, FEB. 16.

She was commanded by a brave and capable officer, Commander Byelaieff, who deserved a better fate than to be sent out to fight modern ships in this old Noah's Ark.

According to his own account, M. Pavloff, the Russian Minister in Korea, and the cause of much of

type, masted and rigged for service in distant waters. She was of 1,213 tons, and carried a crew of 160 men. She had been built for the Russian Navy in Sweden in 1886, and had been past serious service for years. But Russia, like England, persisted in keeping a large number of inefficient ships in commission, which in the event of war, were certain to become coffins for their crews, if assailed by an enemy. The *Mandjur* was another of the same type, and equally helpless. The battery of the *Korietz* consisted of two old 8-in. guns, slow-

The "Korietz."

[G. Smith Photo.

THE CONSCRIPTS PARADE.

When men are called to the colours in Japan their comrades make a parade in their honour.

the trouble between Russia and Japan, on nearing of the Japanese preparations, had directed Captain Rudineff, of the *Variag*, to be ready for all eventualities, and had sent a number of despatches to the captain of the *Korietz* on the evening of Sunday, February 7 for transmission to the Russian Fleet at Port Arthur, as the land telegraphs had been cut early on the 7th. The *Korietz* was thus about to proceed to sea when on the 8th she received the *Sungari's* report of the approach of the Japanese, and went out to reconnoitre. She found that a large force was approaching and from the first minute must have seen that resistance was hopeless, the more so as the ASAMA was taken at first for a battleship. A long line of Japanese warships was steaming up the narrow channel, cleared for action, and prepared, if she caused trouble, to send her and her consort to the bottom. She fired two shots, by accident, owing to the gun-crews misunderstanding an order

Face to Face.

JAPANESE MILITARY DETACHMENTS AND PONIES GOING ASHORE AT CHEMULPO.

INDEPENDENCE ARCH, SEOUL.
Built in remembrance of the formal removal of Chinese suzerainty from Korea.

given by an officer on the bridge, but if the Japanese story can be trusted and it is confirmed by the British officers on board the *Talbot*, who watched all the proceedings—the Japanese made no reply of any kind, and did not even fire torpedoes at her, which the Russians allege that they did. They did, however, compel her to retire to the anchorage, and followed her there with four torpedo craft and the cruisers CHIYODA, NIITAKA, and MIYAKO, anchoring in such a position that they could sink the Russian ships with their guns, in case they attacked the transports. The Russians were informed that they might remain until the morning if they did not interfere with the transports; if they did interfere they would be sunk then and there.

The transports stood into the harbour at dusk. All preparations had evidently been made by the Japanese ashore to be ready for them. The Japanese quarter in Chemulpo was lighted with lanterns, and lanterns appeared as if by magic on the landing-stage. The big transports took up their position, lowered lighters and sampans, and the disembarkation began in absolute silence. Great fires were kindled ashore and fed with paraffin, so as to give a brilliant light, and from the ships a steady stream of infantry in grey uniforms, with white putties and sheepskin mufflers, poured ashore, while an American photographer took flashlight photographs of the landing. They carried knapsacks, and were in heavy marching order. Such silence and discipline was preserved that it might have been a landing of ghosts. The moment they were ashore the men marched off into the town, took possession of the station, or were led away to their billets in the Japanese quarter. The second Japanese invasion of Korea in modern times had begun, little less than ten years after the first, and at the same place.

Japanese Disembarkation at Chemulpo.

In command of this Japanese vanguard was General Kigoshi, a tall, soldierlike figure, in a "dark, scarlet-lined cloak, high boots, and a dark blue uniform." The three transports laden with troops had disgorged their burden by midnight; then the disembarkation of

ON GUARD! A JAPANESE SENTRY AT PING YANG.

THE "VARIAG" STEAMS OUT TO ITS FATE.

"About 11.30 a.m. the crews of the 'Variag' and the 'Korietz' assembled on deck; the stirring strains of the Russian National Anthem were heard, and the foreign warships in the harbour knew that the two doomed vessels were going out to fight. Smoke poured from the tall funnels on the 'Variag' as she led the way, with her gallant little consort astern. In one common impulse of respect for brave men who were thus going to give their lives in vain, the crews of the foreign warships broke out into loud cheers.'

THE PROTECTED RUSSIAN CRUISER "VARIAG."
Destroyed by the Japanese off Chemulpo, Feb. 9.

the supplies, carried in the two other vessels, began, with the same order and method. Long before day broke all was over, and the Japanese were moving by train to take possession of Seoul leaving only a modest garrison to hold Chemulpo. The Koreans offered no resistance whatever indeed, a touch of humour was given to the grim proceedings by the fact that the Korean police helped to maintain order in the town and to disperse the crowd which rapidly gathered when the coming of the Japanese was known The transports steamed out of the harbour with all the warships except the CHIYODA, which remained to watch the Russians.

The landing having been thus accomplished while the Russian ships looked on, it remained for the Japanese Admiral to take steps to deal with his enemies. The captain of the CHIYODA sent a message soon after daybreak of the 9th to inform the Russian senior officer, Captain Rudineff, of the *Variag*, that a state of war existed, and that unless the Russian ships surrendered or left the harbour before noon he would be compelled to attack them there. He promised, however, not to take action before four o'clock in the afternoon, and thus gave his enemies an ample margin of time to arrive at their decision Neutral ships were warned that they remained at their peril.

Ultimatum to the "Variag."

The first effort of the Russians was to entangle the numerous neutral ships in the harbour in hostilities with the Japanese. They induced Captain Bayly, of the British ship *Talbot* notwithstanding the fact that England was bound by an alliance with Japan, to hold a conference of neutral officers in his cabin, and send out to the Japanese a strongly worded remonstrance, "protesting energetically" against their attacking the Russian ships in a neutral port. The launch of the *Talbot* was despatched to Admiral Uriu with this missive, to which the Japanese Admiral naturally paid very little attention, other than to explain that if the Russian ships came out there would be no need to attack them in the port. The right and proper course for the neutral ships, under such circumstances, would have been to put to sea, or to hold absolutely aloof from such manœuvres. The American officer commanding the *Vicksburg* refused, with good reason, to take any part in this protest.

Finding that Admiral Uriu was not to be frightened by talk, the Russian captains next proposed to the neutral officers that the neutral ships should escort them out of the anchorage. Fortunately, the neutral officers refused this further favour which, if granted, might well have entangled other Powers in the war; but, unless rumour is wholly false, the British captain was ready to grant the Rus-

THE GUNBOAT "KORIETZ," SUNK AT THE BATTLE OF CHEMULPO.

KILLED AT CHEMULPO.
Midshipman Count Nirod, of the "Variag."

A Dramatic Moment.

For weeks the Japanese had been stripped for the war which might come any moment; they knew these waters as well as their own seas; and they were superior in numbers and absolutely confident of the result. About 11.30 a.m. the crews of the *Variag* and the *Korietz* assembled on deck. To the men of the *Variag* Captain Rudineff made the following speech:

"Brothers, I have received from the Japanese Admiral orders to leave the roadstead, or otherwise he will attack us there with the whole of his squadron, the strength of which we do not know. But that does not matter. We must fight to sustain the honour of the Russian flag. Remember, brothers, we must fight to the last. We will not surrender. You must all do your duty. In case fire should break

The "Variag" Steams Out.

sians what they asked, again at the cost of his country's ally. Finally the captain of the *Variag* decided to go out, and got up steam, at the same time jettisoning all his woodwork. He ordered the *Korietz* to remain and sink herself when the issue of the action which was now impending was seen; he regarded her as too weak to be risked against the Japanese squadron. But with a high courage, which does him every credit, Captain Byelaieff determined to share his comrade's fate.

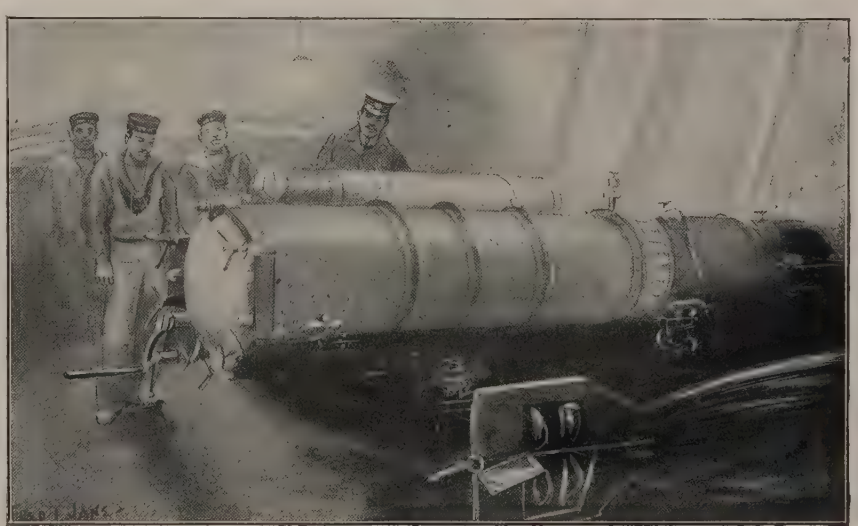
In the early hours of the morning the Japanese ships had taken up their positions for battle. Seven miles from the anchorage, off the island of Yodolmi, lay the big cruiser ASAMA, cleared and ready, with her crew at quarters, and her great battery of guns trained on the channel, so as to rake any ship which attempted to come out. Beyond her were the smaller Japanese cruisers and the torpedo craft, all in perfect readiness for action.

COOLIES BRINGING MEDICAL STORES ASHORE AT CHEMULPO.
[Drawn from a photo by R. L. Dunn.

AN INCIDENT WHICH DID NOT HAPPEN.
This is an imaginary Russian picture of the sinking of a Japanese battleship at Port Arthur.

out on the ship extinguish it, and quietly repair any damage that may be done to the ship by the enemy's shell. I rely especially upon the gunners. Do not be in a hurry. You gunners must see that every shell discharged from the *Variag* hits the mark. May God help us! Let us cross ourselves and go boldly into this fight for our Faith, our Czar, and our Fatherland. Hurrah!"

Then the stirring strains of the Russian National Anthem were heard; and the foreign warships in the harbour knew that the two doomed vessels were going out to fight. Smoke poured from the tall funnels of the *Variag* as she led the way, with her gallant little consort astern. In one common impulse of respect for brave men who were about to give their lives in vain, the crews of the foreign



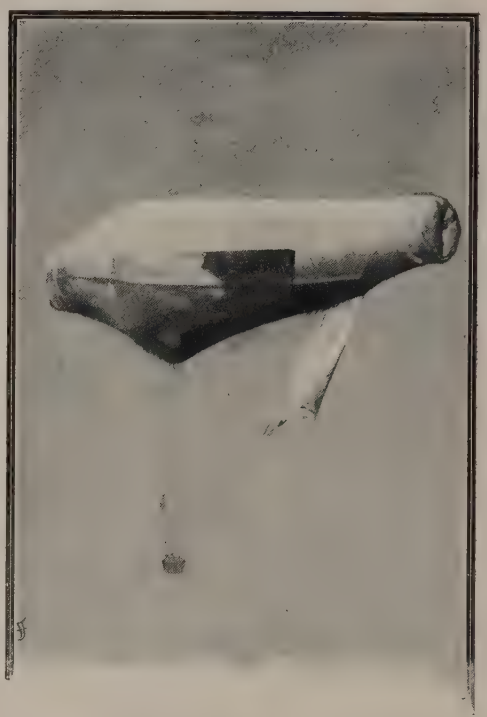
SUBMERGED TORPEDO-TUBE ON A JAPANESE BATTLESHIP,
Such as is fitted to the "Fuji." The firing is done by compressed air. The lower sketch shows the tail of a Whitehead torpedo.

THE END OF THE RUSSIAN GUNBOAT "KORIETZ."

The "Korietz" was blown up. There were two explosions—one forward, and another aft.

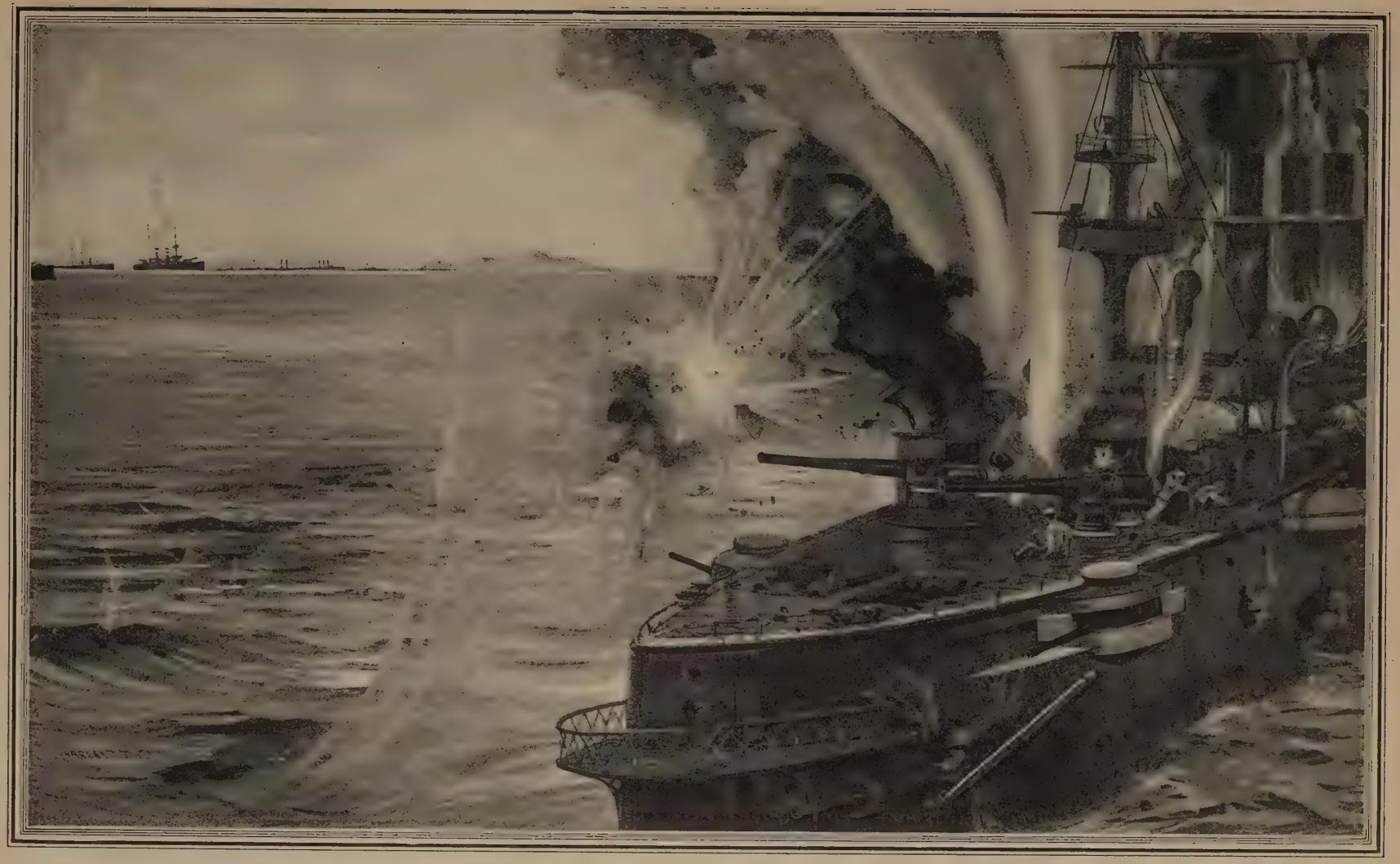
warships broke out into loud and repeated cheers. It was a superb spectacle as the Russians steadily neared the big Japanese cruiser, in her dull-grey war-paint, lying in menacing preparedness. To some it seemed that the chances of the *Variag* were not utterly hopeless. She had a high speed, on paper, and a big torpedo armament. If she resolutely attempted to close with the Japanese, she might use her torpedoes with deadly effect. But it soon became clear that the Japanese were not going to give away any chances. About a quarter to twelve, at a range of 9,000 yards, there was a heavy report, and the ASAMA at last fired the first shot—a 250-lb. shell from one of the 8-in. guns of her fore-turret. It was an admirable shot, but it just missed the *Variag*. A minute or two later she fired again, and then again. The third shot struck the Russian cruiser amidships, as she was turning to leave the narrow part of the channel. A dense cloud of smoke rose from her, and she already seemed in distress. Up to this point she had not attempted to reply, for the reason that her guns were not fitted with telescopic sights, and that the range was too great for her gunners to do any damage with the ordinary sights. But now, just about noon, she

The "Asama's" First Shot.



JAPANESE MILITARY BALLOON.

JAPANESE SOLDIERS—9th INFANTRY REGIMENT (WESTERN)—FLYING A BALLOON.



A SHELL FROM THE "ASAMA" ALIGHTED AT THE FOOT OF THE MAINMAST OF THE "VARIAG," AND EXPLODED NEAR THE GREAT HEAP OF AMMUNITION WHICH HAD BEEN PLACED THERE TO ENABLE HER QUICK-FIRING GUNS TO MAINTAIN THEIR RATE OF FIRE.

[Facsimile sketch by Melton Prior.

MARQUIS ITO LEAVING TOKIO TO CONDUCT NEGOTIATIONS WITH KOREA.

opened fire, and the flash of her guns was thenceforth incessant. She steamed round and round in a small circle, making no endeavour to close, and playing into her enemy's hands, while the *Korietz*, close to her, circled in the same manner.

The rest of the Japanese Fleet followed the example of the ASAMA and opened fire at long range, forming in line of battle some distance further out than the big armoured cruiser, which was to do the chief part of the work. They made no attempt to close, but were clearly anxious to destroy their opponent by long-range fire, for which their guns were sighted, and at which their gunners excelled from frequent practice. The *Variag* made the mistake of firing almost entirely at the ASAMA, off the vital parts of which, owing to the strong steel armour, her puny projectiles glanced like peas. Quite early in the fight one of the Japanese shells struck the bridge of the *Variag* and exploded, completely wrecking it and damaging the conning-tower at the same time. On the bridge were Captain Rudineff, the commander, Count Nirod, and four seamen. The captain was slightly wounded, the count was blown to fragments, and all the seamen were killed or mortally wounded.

The Firing.

[Stereographs copyright, Underwood & Underwood, London & N.Y.

JAPANESE AUCTIONEER SELLING FISH ON THE WHARF OF CHEMULPO.

Exploding the Ammunition.

At this juncture a catastrophe befell the *Variag*. To enable her quick-firing guns to maintain their rate of fire, a large supply of projectiles and ammunition had been brought up and placed on deck beside her after-pair of 6-in. guns. A shell from the ASAMA alighted at the

foot of the mainmast, and exploded near the great heap of ammunition, with the most terrifying effect. Instantly a white sheet of flame rose from the Russian cruiser as high as her fighting-top, and the concussion in the air was plainly felt on board the neutral ships some miles away. Dense clouds of smoke poured from her hull, and it was plain that she was badly on fire. Two men had their clothes set on fire, and were burned to death in the sight of their horrified comrades. Her crew had to be called away from the guns to put the fire out, and in the interval she was struck on the water-line by a shell which blew a large hole in her side, but which failed to penetrate the armour-deck or to injure the engines.

REMOVING THE WOUNDED FROM THE "VARIAG."

The Japanese were using their new high explosive, the invention of Dr. Shimose, the effects of which were appalling. In quick succession other shells struck the vessel; one burst on the forecastle, killing all the men but one at the two 6-in. guns which were mounted there; another burst at the base of her foremast; and yet another shattered her third funnel. Fire broke out forward amid the wreckage and debris of the bridge and charthouse, and for some minutes the men had once more to be called away from the guns to fight the flames. The rate of her fire diminished, while the hail of Japanese shells increased; they could be seen by spectators from the neutral ships lashing the water to foam about her, or bursting just short of her in the air and sea, flinging shrapnel bullets and splinters among her hapless crew.

[G. Smith photos.
A TOKIO SWORD-SWALLOWER AND JUGGLER GIVING A SPECIAL EXHIBITION FOR OUR PHOTOGRAPHER.

After extinguishing the fire forward, the *Variag* once more replied with vigour to her opponents. So far, she did not appear to have touched the Japanese ships, though the Russian captain was convinced that one of his shells had hit the ASAMA'S fore-bridge and demolished it But

Ten Shots a Minute.

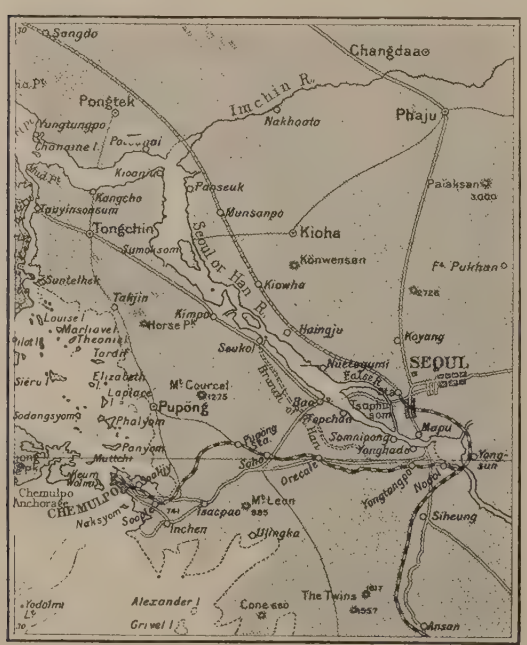
the Japanese fire did not abate; it continued steadily at the rate of about ten shots per minute, and, though many of these failed to hit, none went very wide of the mark. It was a magnificent piece of target-practice for the Japanese, but it was nothing more, and they afterwards owned that the Chinese ships in the first battle off Asan, which began the war of 1894, had made a far better fight than did the Russians. Yet for this Captain Rudineff is not to be blamed, but the administrators who sent his ship to sea without telescopic sights.

The *Variag* was now a complete wreck aft, and burning fiercely. In the words of an eye-witness: "The ship was a living hell; the red-hot shell-plating burnt the flesh of the men horribly, and the absence of gun-shields left the crew exposed, causing unnecessary loss. The concussion and noise were stupefying and deafening, and the men were dazed and benumbed, yet kept on working the guns." A lieutenant declared after the battle: "There was blood, blood, blood everywhere; severed limbs, torn bodies, and ripped flesh. It was a horrible end!"

"A Living Hell."

The losses on board had been very heavy; of some 150 men who manned the guns on deck, 107 were killed or wounded, most of them by the storm of splinters which swept the ship from the Japanese shell-bursts. The thin steel side above water was riddled with holes, caused by the splinters, like a nutmeg-grater; the scuppers were running blood. Yet only four of her twenty-four heavier weapons were damaged: one 12-pounder was struck by a Japanese shell and flung clean across the deck. Of escape from the enemy there remained not the smallest chance though below the armour-deck the engines and boilers were intact, notwithstanding the trial to which the ship had been subjected, and not a man in that

The Losses.



G. Philip & Son Lt. 32 Fleet St. London.

MAP SHOWING CHEMULPO AND ROUTE TO SEOUL.

THE "VARIAG" RECEIVING HER DEATH-BLOWS FROM THE JAPANESE FLEET.

The distance of the first Japanese vessel from the "Variag" here shown was 4,000 yards.

WATER-CARRIERS AT SEOUL.

part of the ship had been injured. It is true that in one of her five stokeholds the water had risen to the level of the furnace-doors, leaking through the coal-bunkers from a shot-wound in her upper deck, but at least twenty of her thirty boilers remained intact. Her resistance ended when about 12.40 a Japanese shell struck the steering-gear, and rendered the ship for a few minutes unmanageable. Then at last, with a heavy list, and with one funnel gone, she turned back, and crawled to the anchorage which she had left little more than an hour earlier in the day, a battered wreck, incapable of further fighting. As she retired she fired at the Japanese ships, which, however, made no reply.

The Fight of the "Korietz."

The fight of the *Korietz* had ended even sooner. The Japanese, realising her insignificance and powerlessness, paid little attention to her manœuvres, and allowed her for some minutes to fire her old guns, without any reply on their part, as she circled round and round some distance nearer to Chemulpo than the *Variag*. Her projectiles all fell short. Presently the Japanese shells began to drop round her, and she was struck once or twice, but not in such a manner as to cause her any loss or damage. She retired before the *Variag* fell back, as her captain realised the utter futility of further efforts to harm the Japanese. He was as helpless against them as a man armed with a bow and arrow would be against a well-trained soldier with a modern rifle. Both ships, so soon as they regained the anchorage, sent a message to the Russian Consul to the effect that they were ready to put out again, but thought it hopeless and useless in view of the position.

Removing the Wounded.

As soon as the *Variag* came to anchor, boats were sent from the neutral ships, as she had none of her own available, to remove the wounded. It is not clear why the Japanese did not follow up their victory and at once pursue her into the harbour, when they must have been able to take possession of her, since Captain Rudineff would scarcely have blown her up with himself and all his men on board. He had no means of escape, as all his boats except the steam-pinnace were shattered, and the steam-pinnace could not be hoisted out. It would seem, then, that the neutrals, though, perhaps, unwittingly, enabled the Russians to carry out their plan of destroying the two ships, and did

DISADVANTAGES OF THE PIGTAIL.
How six railway-wreckers were kept together by the Russians.

[Built and photographed by Sir W. Armstrong, Whitworth & Co.
THE JAPANESE CRUISER "ASAMA," WHICH PLAYED SO PROMINENT A PART IN THE BATTLE OF CHEMULPO.

the Japanese a great dis-service, of which Admiral Uriu might quite legitimately have complained, though it is also possible that Admiral Uriu feared the arrival of the main Russian Fleet and wished to keep his line of retreat open. Sixty-four wounded men and 2 officers were speedily removed from the *Variag;* the bodies of 40 men and one officer who had been killed were left on board. There were ten or fifteen casualties in the *Korietz*, all of a slight nature.

The removal of the wounded was a difficult and harrowing business. "Most of them,' writes an eye-witness, "were hurt in several places, and the wounds were unspeakably horrible." The men showed fortitude, and there was perfect order and discipline. Great difficulty, however, was experienced in getting them into the boats. After the badly wounded, about 60 men who had only sustained slight injuries or contusions were taken off and finally the able-bodied and unwounded were transferred to the various foreign warships.

THE ABLE-BODIED AND UNWOUNDED SAILORS WERE TRANSFERRED FROM THE "VARIAG" TO THE VARIOUS FOREIGN WARSHIPS.

This was a fresh and serious infraction of neutrality in view of the circumstances. The foreign ships had no right to convey a large number of Russian seamen, who stood in no risk of losing their lives, beyond the reach of the Japanese. At 3.30 it was decided to scuttle the *Variag*, her crew having been thus disposed of in the foreign ships, while it was thought best to set the *Korietz* on fire, connect-

ing fuses with her magazines. When Admiral Uriu's fleet appeared in the channel, about 4 o'clock, apparently intending to enter the harbour, the Russians fired the fuses. A few minutes later the *Korietz* blew up with a terrific uproar. There were two explosions, one forward and another aft; a mass of flame rose from her to a height of some hundreds of yards in the air; her decks opened, and a hail of small fragments fell in all directions. The ship's papers were carried up in the air by the explosion and fell three miles out to sea, where they were afterwards secured by the Japanese. As the *Korietz* blew up the Russians on board the neutral ships sang their national anthem.

The "Korietz" Blown Up.

THE "VARIAG" AT 4.15p.m., February 9th.
The complete immersion of the ship did not take place till 6.10 p.m.

A JAPANESE HERO.
Captain Yamamoto, one of the officers of the squadron which sank the Russian cruisers at Chemulpo, had the rare honour of being received by the Emperor, who scarcely ever gives an audience to the officers of his Army and Navy, after the battle. Captain Yamamoto took with him to Chioda Castle for presentation to the Emperor the flags of the two vessels, the "Variag" and "Korietz." He is well known in this country, and took part in the naval procession of our late Queen's funeral.

Meantime, the *Variag* did not sink, but remained, apparently little the worse, in the position where she had been abandoned. It was clear that something had gone wrong with the plans laid for her destruction. But for the accommodating help of neutrals, Captain Rudineff could have done nothing more to her; he had no boats and no means of getting any. Neutrals, however, in this strange affair, seemed ready to assist him in every way, and the captain of the French cruiser *Pascal* is said to have placed a French launch at his disposal, so that the *Variag* might be sunk. In this French boat, with a French crew—if reports from those on the spot can be believed—the Russians boarded her afresh and set her on fire. They also took more effectual steps to send her down, and she soon began slowly to sink in the water, with her upper works blazing. The Russian captain had previously asked the captain of the *Talbot* to fire at her water-line and destroy her. Such were the very remarkable ideas on neutrality which the Russians entertained!

Scuttling the "Variag."

These proceedings had given legitimate cause for complaint to the Japanese, who kept their temper in a wonderful manner. Seeing that the *Korietz* had been destroyed and that the *Variag* was evidently sinking, the Japanese did not steam in, but drew off once more and left her alone.

THE WRECK OF THE "VARIAG" AS SEEN FROM THE "PASCAL." (TAKEN BY A NAVAL OFFICER.)

THE BLOWING UP OF THE "KORIETZ."

COMMANDANT BELAIEFF, COMMANDER OF THE "KORIETZ."

As the flames spread on board, a succession of small explosions, caused by the heaps of 12-pounder ammunition, was heard; her list to port grew, and she heeled slowly till all her gear fell with a tremendous crash across her decks, just as the sun of that eventful day went down. She finally settled in the water, a hissing mass of flame, went right under, and lay with her starboard side alone just showing above the surface, her guns pointing skywards, and her torpedoes in the tubes, ready, with the war pistols on the heads. The fire did not spread sufficiently before she sank to attack the magazines, and she foundered practically intact in all her vital parts.

Burning the "Sungari."

When she had been disposed of, it was the turn of the steamer *Sungari*, which the Russians had determined to destroy, in order that she might not fall into the hands of the Japanese. She was set on fire, after her passengers and crew had been removed, and far into the night she continued to illuminate the sky. Finally, she, too, went to the bottom about 2.30 in the morning of the 10th, and the three wrecks in the harbour were the only trophies of which the Japanese were able to boast.

The Firing.

The Russians claimed that they had sunk in this battle a Japanese torpedo-boat and the cruiser TAKACHIHO, and that they had put the ASAMA out of action by hitting her on the bridge. Their whole story was fanciful and based on nothing better than the belief that, as they had fired for some time at the Japanese, they must have done some damage. In all, they discharged about 180 rounds, while the Japanese fired 500. The Japanese made ten or fifteen hits on the *Variag's* hull, two or three of which were from the 8-in. gun and the rest from the 6-in. The percentage of their hits was thus over 2, which is creditable for long-range fighting, and about the same as that recorded in the action between the American and Spanish fleets off Santiago. It was much lower than the percentage of hits scored by the Japanese at the Yalu, but then this last battle was fought at a far shorter range than the Chemulpo encounter. The Japanese percentage of hits may seem small to those who know that at prize-firing, in crack ships of our Navy, scores of 70 or even 80 per cent. of hits are not unknown. But it must be remembered that the range at prize-firing is short, only 1,800 yards, whereas here it was 5,000 to 8,000; that the target is stationary, whereas here it was in rapid motion; and that at prize-firing there is no one firing back at the gunners.

That none of the Japanese ships were seriously hurt is proved not only by their own statements, but also

[Cribb Photo.

THE "KORIETZ" AFTER THE EXPLOSION. THE HEAD AND STERN WERE BLOWN QUITE OFF. THE BOW (SHOWN ON THE RIGHT) TURNED COMPLETELY OVER.

by the fact that the two large ships mentioned as having been put out of action were at sea some days later, while neutrals who watched the fighting saw no evidence whatever of any serious injury to the Japanese. That the ASAMA was even struck by any of the *Variag's* shells is not certain. The Japanese noticed that the Russian powder seemed indifferent, and that the shells did not penetrate or do any damage, whence it would seem that there were some hits. There was not a single officer or man killed or wounded on board the Japanese ships, and so slight was the exertion required of the Japanese gunners that they fought in their overcoats. On the other hand, the loss of the Russians was 41 killed, 66 seriously and about as many more slightly wounded. The serious casualties were thus 107 in a crew of 570, or much less than a fifth of the whole crew. But it must be remembered that of the 570 men, at least 400 would be below the water-line at work in the engine-rooms or stokeholds, or

No Japanese Killed.

"Variag" on fire, aft. "Korietz" blowing up.

THE BLOWING UP OF THE "KORIETZ" AND DESTRUCTION OF THE "VARIAG" AT CHEMULPO, FEBRUARY 9.

passing ammunition from the magazines. The loss was thus very great among those exposed to the Japanese fire. In the fighting-tops all the men were killed or wounded, and one man in the foretop had his leg so nipped in the fractured steel of the top that the flesh had to be cut away to liberate him. There were five fires on board; one in the flour-tank could not be put out, as it caused such dense smoke that no one could approach it.

The Japanese did their work with admirable judgment and discretion. They had an ample, an overwhelming force—but it is the first axiom in war to be stronger than your enemy—and they destroyed the Russian ships without risk or danger to themselves. Their judgment and foresight in equipping their fleet with powerful armoured cruisers, armed with a heavy battery, was singularly vindicated, for without

AFTER CHEMULPO: RUSSIAN SAILORS ON THE "NAM SANG" CHEERING THE "AMPHITRITE."

The survivors of the "Variag" and "Korietz" were taken up by H.M.S. "Talbot," the French "Pascal," and the Italian "Elba." The men on the "Talbot" were transhipped to H.M.S. "Amphitrite" and thence to the "Nam Sang," which took them to Colombo. When the "Nam Sang," starting on her voyage, passed the "Amphitrite," the Russians crowded to her sides and cheered again and again, to show their gratitude to their British comrades.

the ASAMA the *Variag* would have been almost a match alone for the rest of the Japanese squadron. Nothing is more striking in modern naval war than the immense superiority which the possession of good armour gives a ship, and Mr. Watts might well be proud of the fine performance of this product of his brain. By wiping out the *Variag* from the Russian Navy List, Admiral Uriu removed one of the most serious dangers to the Japanese fleet of transports, for this fast cruiser, with her large coal supply, in daring hands would have been capable of much mischief. He also gained for his country the prestige of a great success, and showed the Japanese seamen that they had little to fear from the gunnery of their enemies.

The Value of Good Armour.

It is probable that the *Variag* will be raised and repaired, since her damage was not of a serious nature, and preparations have already been made with a view to salving her. Lying, as she does, only just below water at high tide, she should be recovered without any great difficulty, and added to the Japanese Fleet.

To the Russians the fight was not particularly creditable, though the officers and men showed great courage when caught thus, like rats in a trap, and deserve all our sympathy. Yet, as they failed to leave their marks upon their enemy, their bravery was of little service to their country. The blame for the misfortunes of the *Variag* and *Korietz* must, however, be laid upon the shoulders of Admiral Alexeieff and the Russian Admiralty. The one placed these ships in a post of great danger; the other failed to equip them in such a manner that they would be able to meet their foes with credit. Captain Rudineff after the battle was made one of his personal aides-de-camp by the Czar.

Faults of Russian Administration.

On the following day the Japanese squadron took possession of the harbour, and called upon the neutral warships to hand over to them the wounded and unwounded Russians. The situation was in some ways a peculiar one, as Chemulpo was in name a neutral port, though for all practical purposes Korea stood to Japan in much the same relation as Egypt to England. The American captain of the *Vicksburg*

RUSSIAN SAILORS ARRIVING ON BOARD THE "NAM SANG" FROM H.M.S. "AMPHITRITE," AFTER THE FIGHT AT CHEMULPO.

THE FOUNDERING OF THE "VARIAG."

"As the flames spread on board, a succession of small explosions, caused by the heaps of 12-pounder ammunition, was heard; her list to port grew, and she heeled slowly till all her gear fell with a tremendous crash across her decks just as the sun of that eventful day went down. She finally settled in the water, a hissing mass of flame, went right under, and lay with her starboard side about just showing above the surface, her guns pointing skywards, and her torpedoes in the tubes, ready, with the war pistols on the heads. The fire did not spread sufficiently before she sank to attack the magazines, and she foundered practically intact in all her vital parts."

RUSSIAN SAILORS ON BOARD THE "NAM SANG."

was of opinion that the men should be given up, and in this he was right; indeed, had the Japanese chosen to stand upon their strict rights they could have insisted upon the surrender of the crews. But, finally, after much correspondence, an agreement was arrived at under which the Russians were to give their parole not to serve again in the war, and were to be conveyed to Hong Kong and Saigon in the French and British ships. The more seriously wounded were sent ashore to the Japanese hospitals, which had already been established at Chemulpo, where they were treated with the utmost kindness and attention. The incident, however, showed the risk which attends unnecessary neutral interference in hostilities, and suggests that strict orders should be given by their Governments to captains not to meddle or protest without cause. The American captain was the only one whose behaviour throughout was perfectly correct.

The Question of the Wounded.

The affair was made the subject of a Russian protest to the Powers. A Note issued by Count Lamsdorff on February 12 complained in pitiful tones that "Japan had landed its troops in the independent Empire of Korea, before the opening of hostilities against Russia, though Korea was independent, and with a division of its fleet made a sudden attack on the 8th—three days before the declaration of war—on two Russian warships, which were in the neutral port of Chemulpo, and whose commanders had not been notified of the rupture of relations, as the Japanese maliciously stopped the delivery of Russian telegrams by the Danish cable, and destroyed the Korean Government's telegraphic communications."

Russia's Protest.

In view of the fact that Russia herself had provoked the war by sending troops "before the opening of hostilities with Japan into the independent Empire of Korea," this protest was foolish, and was greeted in Japan and the United States with the indifference which it deserved. Its misrepresentation of facts was peculiarly Russian; from the day when Count Muravieff promised that Port Arthur should be an "open port," Russian diplomatists have seemingly come to believe that any story is good enough for the outside world.

THE RUSSIAN MAIL STEAMER "SUNGARI," WHICH WAS SUNK TO ESCAPE THE JAPANESE.

No telegram was sent

THE FRENCH CRUISER "PASCAL" RECEIVING THE SAILORS FROM THE "VARIAG" AND "KORIETZ."

to recall the *Variag* and *Korietz;* they are now known to have been at Chemulpo as the advanced guard of Admiral Stark's fleet; the attack was not unexpected, since the letter of the captain of the *Korietz* has already been quoted, to show that the Russians anticipated an attack. It was the invariable custom of Russia herself in the past to open hostilities without giving her enemies time to prepare to meet her blows; in 1877 her declaration of war was only communicated to the Turks at the moment when her troops were crossing the Turkish frontier, while she began the Crimean War without any declaration. Apparently, she blamed Japan for taking a lesson from her methods, and for striking hard, as everyone who had followed the conflict of interests closely from the first was certain that Japan must and would strike if she could not obtain satisfaction. The Russian Government knew of the growing exasperation in Japan caused by its tactics of procrastination; and if it pretended to be surprised, that was a mere pose, adopted for the purpose of dragging France into the conflict, and finding some excuse at home for the gross mismanagement which had provoked a terrible war with a most formidable adversary.

Russian Methods.

On the night of the 8-9th, the first detachment of Japanese troops, 1,500 strong, had arrived in Seoul, and quietly occupied that place, so as to prevent any disorder among the Koreans, such as it was feared might occur. At the same time small Japanese forces landed at Fusan and Mokpo, to take possession of these important strategic points and fortify them, so as to secure landing-places for the main army. A host of engineers and coolies was landed and set to work on the railway linking up Seoul and Fusan, and with such extraordinary energy and expedition was this line pressed forward that there were hopes that it might be ready for traffic in May. As soon as the occupation of Chemulpo was known, other transports left for that point, conveying the Japanese Guards, 10,000 strong, to it.

Japanese Troops at Seoul.

WOUNDED RUSSIANS FROM THE "KORIETZ" AND "VARIAG" GOING ON BOARD THE FRENCH CRUISER "PASCAL."

It remained, after the battle of Chemulpo and the occupation of Seoul, to get rid of M. Pavloff.

[Topical Press Agency.

FINLANDERS TRAINING FOR THE RUSSIAN NAVY—SIGNALLING.
The Finns have splendid eyesight, and are pecularly fitted for the work of signalling.

M. Pavloff Leaves Korea.

The Russian Minister was in a state of consternation at the result of his manœuvres. Only a few months before he had casually informed a British visitor to Seoul that Russia intended to predominate in Korea as in Thibet and China, and that then, of course, there would be no possibility of England remaining in India. That country, he explained, would naturally fall to Russia. This pretty castle in the air had thus been unceremoniously tumbled to earth by the guns of Admiral Uriu's squadron, and now he was invited, with the extremest politeness, to remove from Korea. He decided to withdraw, and on February 12 he quitted Seoul, under a Japanese guard of honour, took the train for Chemulpo, and there embarked on board the French cruiser *Pascal* for his return home. Mdme. Pavloff was observed to be weeping at her departure; perhaps, because she recalled the fact that her husband had been the chief agent and actor in the seizure of Port Arthur, and that at Seoul he had not ceased to intrigue against the British and Japanese or to stir up disorder. With the departure of the Pavloffs the period of Russian ascendency in Korea may be said to have ended, and the Hermit Kingdom to have become a tributary of Japan.

THE SURVIVORS OF THE "KORIETZ" AND "VARIAG" PARADED AT ODESSA ON THEIR RETURN.

SURVIVORS OF THE CHEMULPO FIGHT—THE CREWS OF THE "VARIAG" WELCOMED AT ODESSA BY THE GOVERNOR, GENERAL KAULBARS.
Each man is wearing the cross of St. George, awarded in recognition of the "Variag's" gallant struggle.

CHAPTER IX.

THE TORPEDO ATTACK ON THE RUSSIAN FLEET.

While these events were in progress at Chemulpo, yet more momentous occurrences had been recorded at Port Arthur. When on the afternoon of February 7, Admiral Uriu parted company with Admiral Togo's fleet, it was for Port Arthur that Admiral Togo steered.

SURVIVORS OF THE FIGHT AT CHEMULPO. [Photo Illus. Press Bureau.
Russian Naval prisoners on parole at the Consulate of Shanghai.

The Japanese Fleet Sets Out.

The weather in the Yellow Sea was of the worst; high seas, driven before an icy gale, ran beneath stormy skies, but through them ploughed the long line of battleships and armoured cruisers, with the destroyers scouting in advance, disposed fan-shape, so as to cover the widest possible extent of sea. These little craft, the invention of British brains, gave the utmost possible satisfaction by their behaviour; torpedo-boats in that swelling sea would have caused

SOME OF THE WAR CORRESPONDENTS IN TOKIO.
One of the most remarkable features of this war was that the Japanese detained the war correspondents in Tokio for a long period while their plans were matured.

trouble or have been compelled to put back to port. The destroyers, however, kept station perfectly, and rode upon the stormy waves like petrels. The pace of the fleet was about 12 knots; the distance to be covered 580 miles from Sasebo to Port Arthur. It was vital to arrive off the great Russian naval base at night, and so, if possible, to take the enemy by surprise. The Japanese Secret Service had given strange information of the utter want of care and vigilance in the Russian fleet, and even the signals, which the Russian ships made when returning to harbour from cruising at sea, were known to the Japanese. They had observed that a white light above a red was shown on such occasions

Togo on the Bridge.

It was impossible for the Japanese to be off Port Arthur on the night of the 7th, as that would have involved a higher speed than their engines would give, and so the pace was regulated to bring them to their destination by the night of the 8th. The force with Togo comprised all six battleships, five of the armoured cruisers, the four fastest protected cruisers, and eighteen

DIFFICULTIES OF THE WAR CORRESPONDENTS IN JAPAN.
Newspaper representatives asking for facilities from the Japanese authorities at Tokio, explaining where they want to go.

destroyers. As his ships steamed northwards through the twilight, Togo paced the bridge of the great MIKASA, which led his line, in anxious meditation. He was daring immensely—risking everything upon the bold guess that the Russian main fleet was still at Port Arthur. If it had moved a terrible catastrophe might be in store for Japan. There was nothing to prevent Admiral Stark steering well to the north and keeping in the curve of the Gulf of Korea, when he might steal past the Japanese fleet and strike the detachment at Chemulpo. In that event the loss of the great cruiser ASAMA and of the flotilla of transports was assured. Or again Stark might pass out to sea and steer for Vladivostock, thus uniting the Russian naval forces and taking up a position where he would be able to cause great trouble. The night was passed on board the flagship in overpowering anxiety; officers and men knew that the fate of their country was at stake, and that upon the success or failure of Admiral Togo's guess might depend victory or defeat in the war.

On this movement the Japanese ships carried no lights except a screened lamp astern by which each ship showed to her successor in the line the course of the fleet. The big ships moved closed-up; searchlights were not to be brought into play, as the sweep of their powerful beams across the sky might have indicated to the enemy the approach of the Japanese, and thus have lost for them all the advantage which they hoped to reap from a surprise. Like a host of shadows the Japanese Fleet stole across the wide surface of the Yellow Sea, passing silently through the night, and each moment expecting the call to quarter or some report from the destroyers ahead that the Russians were drawing near.

An Anxious Night.

Only those who have taken part in such a movement can realise its intense excitement, as the darkness of night gives way to the dull grey of rainy daylight; as the anxious watchers on the bridges hour by hour and minute by minute sweep the indistinct horizon with their night-glasses for the first

RUSSIAN LADIES GAVE THE OFFICERS OF THE "VARIAG" AND "KORIETZ" AN ENTHUSIASTIC RECEPTION WHEN THEY REACHED MOSCOW.

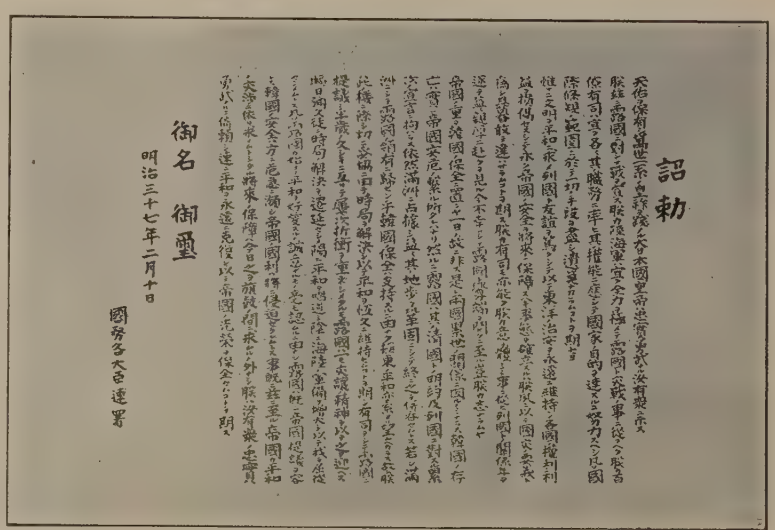
[From photo by S. Smith.
THE NEWSBOYS OF TOKIO WAITING FOR THEIR PAPERS OUTSIDE THE PAPER OFFICE.

sign of a hostile destroyer onset, or pore over the shaded compass and charts in the chart-house, where the faint glow of light alone betrays life and movement, while beneath them the ship throbs gently with the measured beat of the engines and from the bows rises a cloud of spray. Ahead the vast waste of the seas; astern the long procession of heaving masts and funnels, lost in the gloom, moving in complete silence with not a flash of the signal lamp or a blast on the steam siren. With day the tension decreases and the danger of torpedo attack passes. The line of ships returns to life, and signals pass to and fro.

All the ships in the Japanese Fleet were clear and ready for battle; they carried no impediment of any kind; all woodwork had been removed, and the space between decks emptied as far as possible. The simplicity of life of the Japanese and his habit of squatting, not sitting, rendered unnecessary the tables and seats which cumber European warships. The destroyers in particular were stripped to the utmost. Their crews, all picked men—for in all navies the submarine and destroyer service is the field of the greatest danger and of the boldest enterprise—had left all their belongings with their depot ship at Mokpo, to which point they were ordered to return after the first action. Each ounce of weight shed by these vessels increases their speed and adds to their fighting power; the Japanese have never believed, as apparently do some Admiralties, in loading their warships up with old junk and odds-and-ends, and thus wasting precious weight that might be given to guns or engines.

A Fleet Ready for Action.

At dawn of the 8th, no sign of the Russians had been seen, but the possibility none the less remained that they might have stolen past in the night and evaded the outlook of the destroyers. Such action on their



詔勅

御名御璽

明治三十七年二月十日

國務各大臣連署

THE JAPANESE DECLARATION OF WAR. A Facsimile.

The translation of the Declaration runs thus:

"The Emperor of Great Japan, seated on the Throne by the Grace of Heaven, occupied by one and the same lineage from time immemorial, doth show forth to all Our loyal and brave subjects:

"We hereby declare War against Russia. Our Army and Navy shall carry on hostilities against Russia with their full strength, and all Our authorities shall do everything in pursuance of their functions, according to their powers, to attain the aim of the nation. They shall leave nothing undone in their every effort within the limits of the Laws of Nations."

part would have fitted in well with the knowledge which the Japanese possessed, that for days before the rupture of negotiations Admiral Alexeieff had been meditating a raid on Chemulpo, and that such a measure had been quite openly discussed by the Russian naval officers at Port Arthur. The Japanese ships, to guard as far as possible against the risk of such a Russian move, stood somewhat to the north, and instead of steering direct for Port Arthur made a curve which took them into the Gulf of Korea, and thus drew near to Port Arthur from the east instead of the south-east. The hours drew on to evening without sight or sound of the enemy; the sea seemed deserted of Russian ships, and as the day declined the weather grew stormier and the waves rolled higher. The sun went down in a storm of rain: the hour had come

February 8th, 1904.

JAPANESE VOLUNTEERS LEAVING SAN FRANCISCO TO JOIN THE ARMY.

Throughout the United States of America, and particularly in California, there are many Japanese settlers of the poorer class. These are employed as laundrymen, masons, coolies, and domestic servants. On the outbreak of war between Russia and Japan large numbers of these volunteered for service, and left San Francisco on board the steamship "China."

JAPANESE DESTROYER AT CHEMULPO TOWING STORES.

The British officer who sent this photo says: "The picture shows a Japanese destroyer towing a lighter full of stores out of Chemulpo, to provision the Japanese Fleet of cruisers and destroyers who are guarding the route from Japan along which the transports are bringing troops to Chemulpo. The transports were coming in two at a time, and to the number of about six a day while I was at Chemulpo, showing the advantage of sea power."

to strike, and the destroyers slowed to receive their last message from their admiral.

Eighteen destroyers, we have said, accompanied Togo. These were formed in five divisions, known by numbers. The composition of the divisions was as follows:

The Fleet of Destroyers.

No. 1.	No. 2.
ASASHIO.	IKADSUCHI.
KASANUMI.	OBORO.
SHIRAKUMO.	INAZUMA.
AKATSUKI.	

[Topical Press Agency.
LANDING RAILS AT FUSAN, FOR THE RAILWAY TO SEOUL.

run for safety from the attack of big ships into shoal water, or pursue torpedo-boats thither. Their hull is of the frailest description—the thinnest steel plate stretched on the lightest framing. All weights in the hull and engines are cut down to the lowest point. They have four slender funnels and one light mast for signalling purposes. Forward is a low conning-tower for use in action, protected by thin plating, which is proof against only the lightest shells. Their gun armament consists of one 12-pounder, carried aft, and five 6-pounders. All the guns are quick-firing, and can discharge about ten shots a minute apiece.

The main armament of the boats, however, lies in their two torpedo-tubes, which are carried abaft the funnels and which fire the powerful 18-in. torpedo. This type of Whitehead weighs a little under half a ton, has an effective range, without gyroscope, of 800 yards, runs at 30 knots, and in its head carries a charge of 171lb. of guncotton, a weight of explosive which is sufficient to inflict deadly injury upon the most powerful warship afloat, and against which no device has so far been discovered to afford protection.

GENERAL VIEW OF FUSAN, S. COAST OF KOREA.

No. 3.	No 4.	No. 5.
USUGOMO.	ASAGIRI.	AKEBONO.
SHINONOME.	HAYATORI.	YUGIRI.
SAZANAME.	MURAKUMO.	KAGERO.
	SHIRANUHI.	HARUSAME.

Of these vessels all but three had been built in England by the famous firms of Yarrow or Thornycroft; the slowest of them had steamed more than 30 knots on her trial, the fastest had done 33 knots. The general features of these boats are well known; they are 210 to 220 ft. long, drawing but little water, so that they can

[Stereographs copyright, Underwood & Underwood, London & N.Y.
HOW THEY WORK IN KOREA.
Eleven coolies are required to pull one spade when digging.

It was uncertain whether the whole Russian fleet would be found at Port Arthur, as it was the custom for some of the Russian cruisers to lie at Dalny. By the plan which had been prepared and discussed before the Japanese Fleet left Sasebo, three divisions of destroyers were to steer for Port Arthur and work all the destruction possible; the other two divisions were to carry out the same tactics at Dalny. About 5 p.m. Admiral Togo made his last signal to the boats, dismissing them upon their all-important mission. "Go in and sink the

Togo's Signal.

enemy's fleet; I pray for your success!" was his parting message.

The Destroyers Steam In.

The Japanese fleet was now sixty miles from Port Arthur, and continued to move slowly towards that point, so as to support the boats in the event of their being attacked. The destroyers increased speed as the signal reached them, and drew fast away tnrough the dusk. Each division steamed in single line ahead, and all five divisions were in line at the outset; they showed no lights except a screened lamp aft, which was only visible to the boat immediately astern, and which was necessary to avoid collisions and to enable the flotilla to keep station. The speed was slowly raised to 22 knots, which would bring them to Port Arthur about eleven o'clock that night. There was still no sign of the Russians, though the boats were now entering the zone of danger, where the enemy's scouts were expected to be encountered.

[From photo by S. Smith.

ONE OF OUR PHOTOGRAPHERS TOOK A PHOTOGRAPH OF THIS SOLDIER HURRYING INTO TOKIO STATION, JUST AS HIS TRAIN WAS LEAVING.

Sending up sheets of foam as their bows clove the rising waves, the boats drew nearer to their prey, with torpedoes in the tubes and all ready for the attack. "There are," says one of the correspondents of the *Times*, "probably no people better qualified than the Japanese for desperate enterprises of this kind. The instinct of self-preservation does not weaken their strength of purpose." It was the old heroic temper which led their Samurai to prefer death to dishonour—that devotion which the Buddhist training gives to fighting men. "Lifted high above his surroundings, he is prepared to meet every fate with indifference. Whatever analysis psychologists may apply to this mental condition, its attainment . . seems to be a fact in the case of the Japanese soldier to-day, producing . . . in him a high type of patriotic courage," writes Captain Brinkley in his great work on Japan. The forefathers of the men who were now steaming to assail the huge Russian battleships had, seven

Japanese Fighting Qualities.

[S. Smith Photo.

YOUNG JAPAN IN ARMS.

These boys were playing soldiers in Tokio, when our photographer stopped them, and snapped them.

centuries before, gone out in small boats and fought their way on board the great junks of the Mongols, and the same indomitable spirit lived in their descendants. Once more they were to prove the truth of the judgment of the greatest student of Japan: "The Japanese Samurai is the best fighting unit in the Orient—probably one of the best fighting units the world ever produced."

The Arrival at Port Arthur.

As the long line of destroyers neared its goal, two divisions, Nos. 4 and 5, mustering eight boats, parted company and bore away to starboard into the night, with Dalny as their objective. The other ten steered steadily for Port Arthur. Presently, far ahead, out of the gloom loomed up the outline of the high rocky coast through a cleft in which passes the entrance to the sheltered water of Port Arthur. A light could be seen burning—the bright light on the Pinnacle rock—at the very entrance to the port. But now the question was: Was the Russian fleet there, or had it, as Admiral Togo had feared, stolen off on some enterprise against the Japanese? A few minutes later that question was answered. Gradually the eyes of the destroyer captains grew accustomed to the patch of heavy

THE ARRIVAL AT ODESSA OF THE SHIP BRINGING HOME THE SURVIVORS OF THE "KORIETZ" AND "VARIAG."

shadow under the cliffs and made out in it the masts and funnels of a great concourse of ships. The Russian fleet was there.

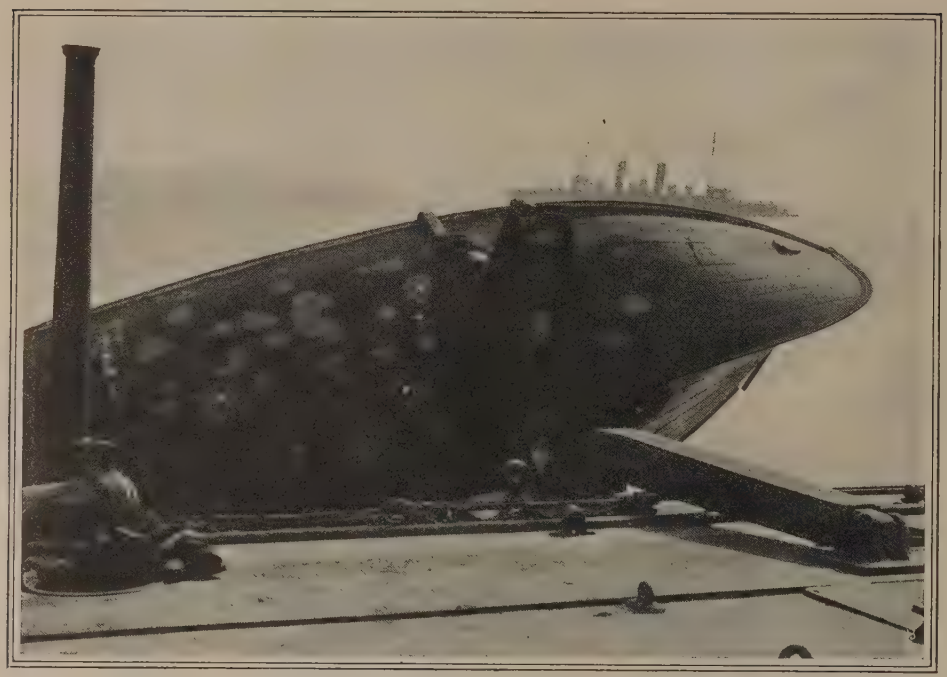
The Russian Fleet.

It was drawn up in wedge-shaped order, with the huge new battleship *Tzarevitch* at the head of the line, and supporting her astern the *Retvisan*, *Pobieda*, *Petropavlosk*, *Peresviet*, *Poltava*, *and Sevastopol*, with the large cruiser *Askold* acting as guardship, and steaming slowly to and fro well out from the fleet; with the other cruisers, *Bayan*, *Pallada*, *Diana*, *Novik*, *and Boyarin*, all ready out the harbour and with the whole flotilla of fifteen destroyers lying under steam. It seemed that Admiral Stark was perfectly prepared for attack. For days the Russians had been boasting of their readiness for war, and therefore the Japanese had every reason but one to anticipate a warm reception. That one reason was the knowledge they had of two entertainments to be given that evening in the town. A great feast was to be held at Madame Stark's residence in honour of her name-day, which is the Russian

[Drawn by C. Dixon, R I., from material supplied by G. T. Poole.

THE FIRST BATTLE OF PORT ARTHUR, AS SEEN FROM THE DECK OF A PASSING STEAMER.

Mr. Poole was travelling on the Russian steamer "Mongolia," from Shanghai to Dalny, in ignorance that war had begun. The captain had the lights put out, as he was afraid of being shelled. The scene was most brilliant.



ONE OF THE BOATS OF THE "VARIAG," SHOWING THE EFFECT OF THE NEW JAPANESE HIGH EXPLOSIVE INVENTED BY DR. SHIMOSE.
Minute round holes are made by the tiny fragments of Shimose powder.

equivalent of the English birthday. It had also been announced that a special performance was to be given at a circus which had arrived in Port Arthur, under "the patronage of the officers of the Imperial Navy."

The destroyers came on, and as they approached their prey the great cruiser *Askold* moved towards them. Her officers had marked the "bone in the mouth" of the leading boat—the white fringe of foam under the bows as the boat clove the water at 15 knots—and were anxious to know what these craft were. The Russian destroyers, it would seem, had been out that night, engaged in scouting or manœuvres. This happy fact saved the Japanese. They were making ready to torpedo the big cruiser, when chance once more came to their help. The *Askold* hailed them in Russian; in Russian the destroyers are said to have replied. The *Askold* called on them to make the usual signal; instantly a white light was shown above a red. That satisfied the Russian captain. But one of his officers was not so easily hoodwinked; looking closely on the destroyers as they faded away into the darkness, and only the beat of their racing engines came over the water, he strongly insisted that they were Japanese, and called upon his captain to open fire. They were still engaged in a heated debate when the nature of the vessels was proved beyond any possibility of doubt, by their action.

The Destroyers Challenged.

On passing the *Askold*, the Japanese destroyers, now only some hundreds of yards from the big ships of the Russian Fleet, increased speed, and

A CLOSE SNAPSHOT OF THE REMAINS OF THE "VARIAG."

[Copyright photo, R. L. Dunn.
M. PAVLOFF (RUSSIA'S REPRESENTATIVE IN KOREA) AND HIS WIFE ON THE WHARF AT CHEMULPO, DEPARTING FROM KOREA.

simultaneously their long line divided. The first division steered for the shadow of the cliffs to the west of the fleet; the second and third divisions for the east, so as to approach as closely as possible to the big ships of the Russian Fleet under cover of the shore. The torpedo-tubes were manned and ready; it was no new experience for those in charge of the flotilla, since Japan, almost alone among the great navies of the world, had practised her torpedo flotilla four times a year in the firing of live Whiteheads. Other navies, and even the British, had been content that their men should practise with torpedoes which carried only dummy heads, and which could be trusted not to explode, where the risks were consequently far less.

At first it was reported, but subsequently the report was denied, that a mistake had been made in many of the Japanese destroyers. Each torpedo is fitted with a number of safety appliances to prevent its premature explosion. The most important of these is a little fan that prevents the striker of the pistol from detonating the charge till the fan has unscrewed itself, which it does automatically by the wash of the water when it is discharged. The

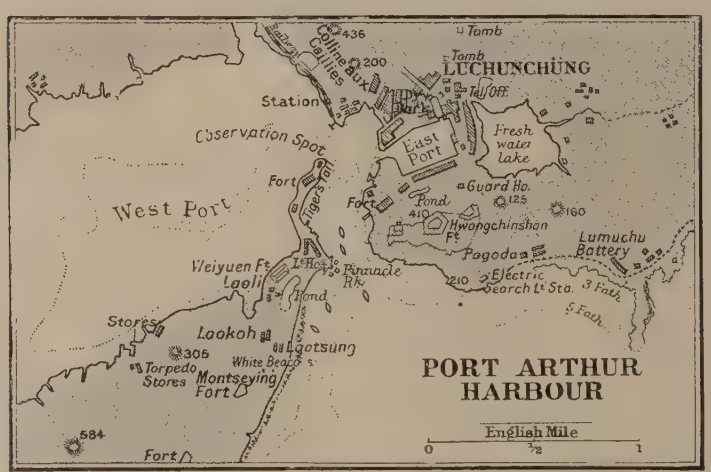
[Photo, R. L. Dunn.
M. PAVLOFF AND HIS PARTY GOING TO THE FRENCH CRUISER "PASCAL."

[Photo Nouvelles.

THE DAY BEFORE THE FIRST ATTACK ON PORT ARTHUR BY THE JAPANESE. THE RUSSIAN FLEET IS HERE SEEN IN THE ROADS OUTSIDE THE NARROWS.

fan is held and prevented from revolving before discharge by a safety-pin, which is only withdrawn at the very last minute. This pin was said to have been forgotten by the Japanese—or, at least, the Russians afterwards alleged that this was the case—and it is quite possible for such an oversight to occur in the rush of an impetuous attack, when the crew of a torpedo-boat expect each moment to be their last, and look every second for the blaze of the search-lights and the flash of the guns from the battleships.

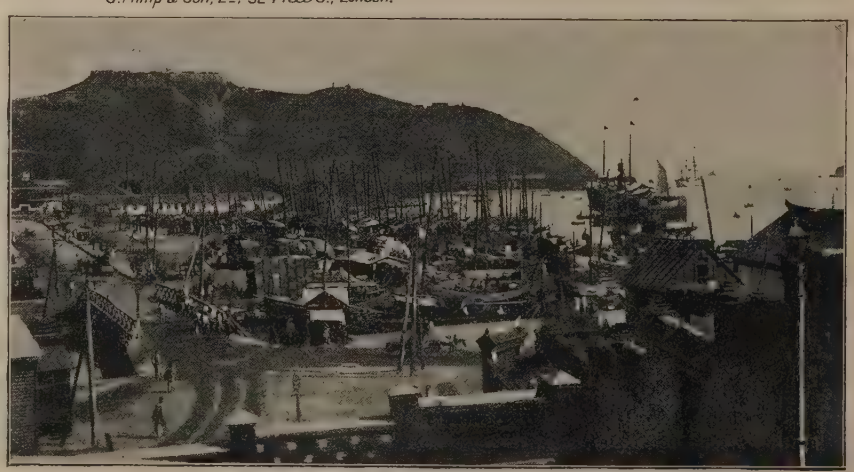
An Important Safety-pin.



G. Philip & Son, Ltd., 32 Fleet St., London.

The orders were given in the boats, "500 metres range"; the boats stood slowly in to that distance, till the hulls of the Russian ships loomed high overhead, and the dim figures of officers and men could be made out on their decks passing to and fro. There was still no sign whatever of misgiving in that unwary fleet; only the Russian cruiser *Pallada* could be seen flashing her search-lights slowly hither and thither. Then suddenly came a dramatic change. Out of the silence of night rang forth a series of dull, muffled reports as each boat fired her two torpedoes; the Whiteheads plunged hissing into the water; and the noise of heavy explosions shook the air and sea, and stirred the slumbering crews to action. In an instant, as

Firing the Torpedoes.



VIEW OF PORT ARTHUR, TAKEN FROM THE HOTEL DE FRANCE.

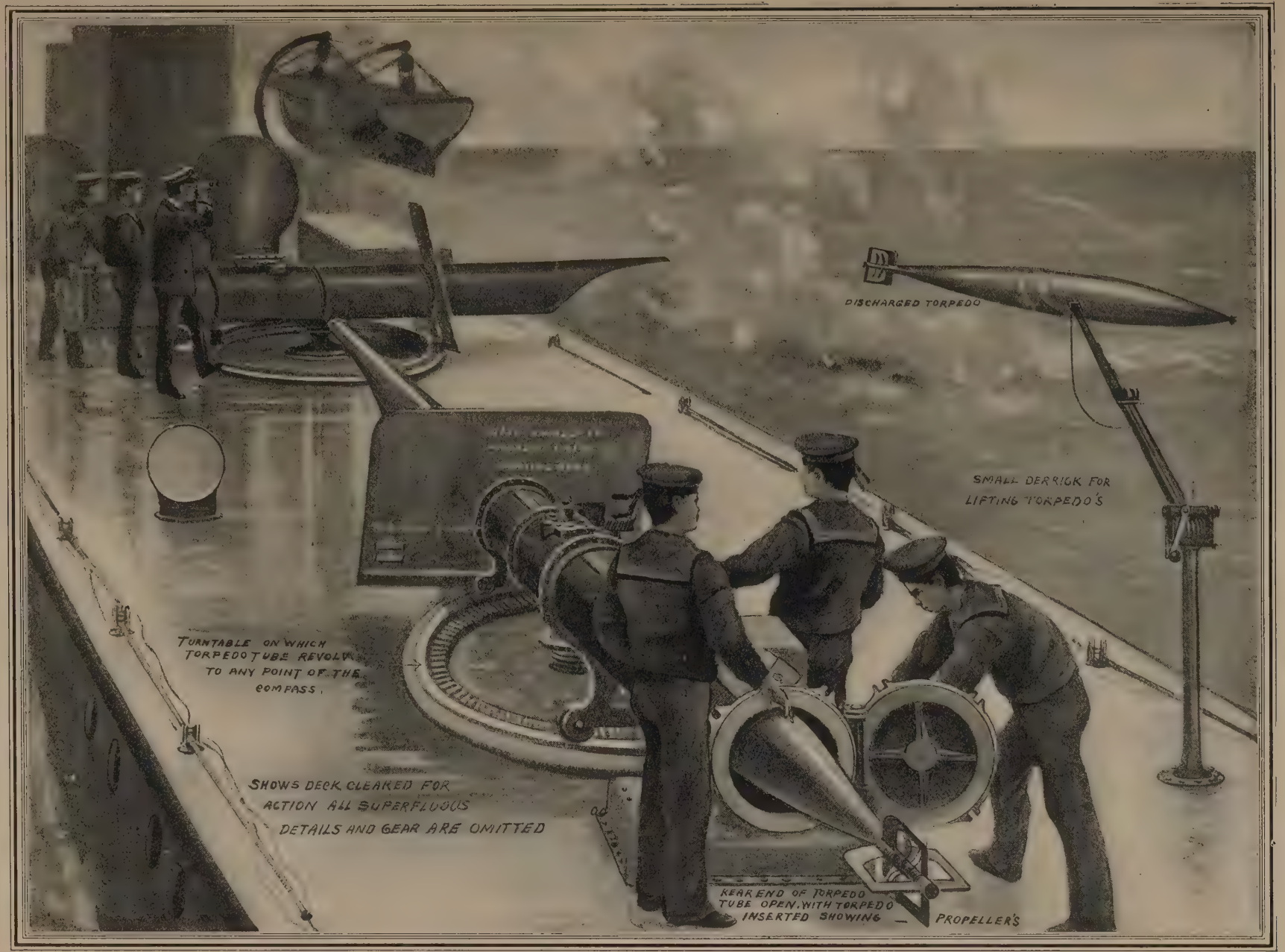

DISCHARGED TORPEDO
SMALL DERRICK FOR LIFTING TORPEDO'S
TURNTABLE ON WHICH TORPEDO TUBE REVOLVES TO ANY POINT OF THE COMPASS.
SHOWS DECK CLEARED FOR ACTION ALL SUPERFLUOUS DETAILS AND GEAR ARE OMITTED
REAR END OF TORPEDO TUBE OPEN, WITH TORPEDO INSERTED SHOWING
PROPELLER'S

DIAGRAM SHOWING THE WORKING OF THE TORPEDO-TUBES ON A DESTROYER

THE NIGHT ATTACK BY THE JAPANESE TORPEDO-BOATS ON PORT ARTHUR.
"Sending up sheets of foam as their bows clove the rising waves, the boats dashed nearer to their prey, with torpedoes in their tubes."

in opposite directions away from the fleet. Only the INAZUMA delayed; one of her tubes missed fire at the first discharge, and she had to turn if she was to fire it a second time. The nerves of her captain were proof against any vain alarm. He calmly wheeled, and fired the tube a second time, with success; and it would seem that one of his torpedoes went home. In the act of manœuvring thus he collided with the OBORO, which had fallen out of her station just ahead, but no serious damage was done to either boat. Then both alike fled from the anchorage, leaving behind them the Russian Fleet, and marked as they passed out of sight the glare of the lights and the flashes of the guns.

Japanese Destroyers Unharmed.

if by magic, searchlights streamed out of the darkness; their beams played hither and thither to seaward; the rapid crepitation of the small quick-firing guns was heard, mingled with the orders of officers and the shouts of surprised seamen. The Russian Fleet awoke to panic and to life; the heavy guns were cleared for action; all hands manned and armed ship, and in confusion a furious fire was directed seaward towards a quarter where there were no Japanese.

Through the tumult of searchlight beams and falling shells, the Japanese destroyers steered unharmed. They kept near the land, under the shadows; it is doubtful if they were seen by a single Russian ship after they had once passed the *Askold* off the harbour; they increased speed to the utmost that their engines would give, and headed

REAR-ADMIRAL JESSEN,
Junior Flag Admiral at Port Arthur.

THE JAPANESE FLEET SAILS FOR PORT ARTHUR, FEBRUARY 7-8.

[Cribb Photo

JAPANESE BATTLESHIP "ASAHI," WHICH TOOK PART IN THE FIRST ATTACK ON PORT ARTHUR, BEING TOWED OUT OF PORTSMOUTH HARBOUR.

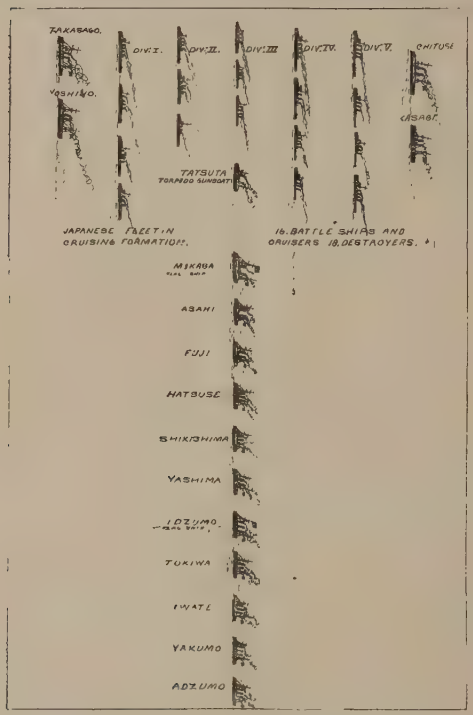


DIAGRAM SHOWING FORMATION OF THE JAPANESE FLEET AS IT SAILED TO PORT ARTHUR.

As the destroyers fled seawards, new antagonists came into sight. Immediately on hearing the explosion of the torpedoes and the roll of the firing, three Russian destroyers had steamed out to sea looking for the Japanese boats. In their retreat the Japanese flotillas came upon them. The Russians may have been taken aback by the fact that their adversaries were apparently steaming from the harbour and may have mistaken them for Russian boats; that is the only reasonable explanation of their inaction, for they made no attempt to cut their enemies off, and, even when the Japanese opened fire, did not reply. Untouched, without the loss of a single man, the three destroyer flotillas withdrew, and, according to their orders, steered for Mokpo, leaving the big ships of their fleet to complete the work which they had so gloriously begun.

The two divisions which had made for Dalny had no such high fortune as their comrades. They entered that harbour about midnight, and found it void of shipping. No trace was to be seen of the two Russian cruisers which were reported to be there. Whether they had concealed

[Cribb Photo.

THE JAPANESE CRUISER "TAKASAGO," WHICH TOOK PART IN THE FIRST ATTACK ON PORT ARTHUR.

themselves inshore, or whether they had joined the main fleet at Port Arthur, is to this moment uncertain, but the latter is most probable, since the destroyers made a thorough and careful search of the whole Bay of Talienwan, on which stands the town. They also returned to Mokpo, there rejoining the rest of the flotilla, and reported their uneventful cruise.

The Dalny Torpedo Divisions.

As an example of the desperate and determined spirit which actuated the Japanese Navy, it may be mentioned that the instructions, given by Admiral Togo to the torpedo flotilla before the attack, directed the officers of any boat that might be completely disabled to run her ashore at the nearest point, land all her crew under arms, and make a dash for the nearest Russian fort, which they were to seize and hold till assistance arrived. Fortunately for the crews there was no necessity to attempt the execution of such an audacious enterprise, though the very boldness of the plan suggests that it

THE RUSH FROM THE CIRCUS.
"There was a rush out of doors; the glare of the searchlights in the sky and the rapid discharge of guns told plainly that some startling event had occurred."

THE RUSSIAN CRUISER "ASKOLD" CHALLENGING THE JAPANESE DESTROYERS.
"The 'Askold' hailed them in Russian. In Russian the leader of the destroyers is said to have replied."

ON BOARD THE "YASHIMA" BATTLESHIP AT PORT ARTHUR. FIRING A 6-IN. GUN. [Haines Photo

might have been crowned with a measure of success, since in war the desperate man who has no fear for his life is a terrible antagonist.

Results of the Fight.

The divisions which had made the attack at Port Arthur retreated without ascertaining exactly what was the damage done. They only knew that three of their torpedoes had exploded, and that, therefore, some of the Russian ships had suffered. What those ships were they had no means of finding out, and this all-important fact was only disclosed by Admiral Alexeieff's despatch to the Czar describing the affair. This was published on the

RUSSIAN ARMOURED CRUISER "PERESVIET," ONE OF THE PORT ARTHUR FLEET.

following day, and was conceived in these terms:

"I most regretfully inform your Majesty that about midnight on the night of February 8-9, Japanese torpedo-boats made a sudden attack by means of torpedoes upon the squadron in the outer roads of the fortress of Port Arthur, in which the battleships *Retvisan* and *Tzarevitch*, and the cruiser *Pallada* were damaged.

"An inspection is being made to ascertain the character of the damage.

"Details are following for your Majesty."

Thus the Russian Fleet in the Far East had received a staggering blow, which left it in a position of marked inferiority to the Japanese, and deprived it of any possibility of commanding the sea. The torpedo attack had had incalculable results.

[Haines Photo.

JAPANESE MARINES DRILLING ON BOARD THE WARSHIP "MIKASA."

But how was it that the success was so signal? For that we must turn to the accounts of eye-witnesses in the Russian Fleet or on board ships in the harbour at Port Arthur.

An American correspondent who was on board the steamer *Columbia*, which was waiting in the outer roads, right in among the Russian Fleet, saw the whole affair. "Everything," he said, "was tranquil. A Russian official told us that he expected the Japanese Fleet in three or four days. The lighthouse was lighted and guiding-lights (to enable ships to enter the harbour) were also burning. Only one of the Russian warships was using her searchlights in a very leisurely fashion. Three destroyers were patrolling the outskirts of the fleet.

What an Eye-witness Saw.

THE RUSSIAN BATTLESHIP "SAVASTOPOL," ONE OF THE PORT ARTHUR FLEET.

PANORAMIC VIEW OF THE RUSSIAN FLEET FORMING IN LINE OF BATTLE, ON THE MORNING OF FEBRUARY 9, TO REPEL THE JAPANESE ATTACK.

All the other torpedo craft were inside the basin." Of the senior officers of the fleet a very large number, including, it is said, Admiral Stark himself, were ashore at Madame Stark's entertainment. After Russian custom, there were huge potations at this party, and when it broke up, which it did some time before the hour of the attack, many of the officers had had more sweet champagne than was good for them. The same night, too, the great performance at the Circus Borovsky had been announced, and many of the officers went on to it from Madame Stark's. Hence that lady told the truth when she asserted that it was not her party that prevented the officers from being on board their ships. The performance at the circus began at nine and ended at midnight, and though orders had been issued that every officer must be on board his ship at eight, the front row was filled with captains, commanders, and lieutenants, who openly defied discipline. It is said by the Japanese that Admiral Alexeieff himself was among those at the circus; at 10 p.m. one of his orderlies entered the house and gave him a telegram which stated that the Japanese had begun the war. He put it in his pocket, meaning to publish it next day.

Madame Stark's Entertainment.

The performance was just over, and the officers were drinking in the circus bar, when suddenly the thunder of heavy firing was heard. There was a rush out of doors; the glare of the searchlights in the sky and the rapid discharge of guns told plainly that some startling event had occurred. But the officers explained it all at first by the confident assertion that the Black Sea Fleet had arrived, and then by the story that manœuvres were in progress. It is at least possible that they themselves believed these tales, since the Russian officer is credulous and careless, while he certainly does not fail in devotion to his country and his Czar. His life on the Far Eastern station was dreary and monotonous to a degree, which led him to seek with desperate anxiety any relaxation, however frivolous or incompatible with his duty. And the visit of a circus was a rare event in the annals of Port Arthur.

After the Circus.

THE CHINESE HARBOUR AT PORT ARTHUR. [Photo Warnebold, Hamburg.

The Evening of the Fight.

In the roads outside the harbour the Russian sailors had chanted their evening hymn at eight that night, and the sweet, sad strains of the music hung over the water and echoed from the frowning rocks on which rose tier on tier of batteries. Though out at sea the weather had been bad, in the harbour itself the sunset was fine and no rain fell, but a light

POSITIONS OF RUSSIAN FLEET AT THE FIRST ATTACK ON PORT ARTHUR, FEB. 8-9.

The dotted line shows the course of the Japanese destroyers after being hailed by the "Askold."

TORPEDOING THE "TZAREVITCH."
The "Tzarevitch" was struck by the Whitehead torpedo aft, and the explosion drove a huge hole in her, admitting the sea to her steering-engine compartment.

for ships of heavy draught.

On Board the "Columbia."

"The *Peresviet* (actually the ship was the *Retvisan*, which was mistaken for the *Peresviet*, probably owing to a general similarity of appearance) had been torpedoed forward, the *Tzarevitch* aft. . . . At 2.40 Russian naval officers came on board the *Columbia* in a state of great excitement, saying that the Viceroy had ordered us not to haze rendered distant objects indistinct and aided the Japanese. From eight to midnight nothing alarming occurred; the ships were dark and silent; absolute stillness brooded over the roadstead. It was just upon midnight when the silence was broken by three distinct muffled explosions, which seemed to come from under the surface of the water. All the ships in the road vibrated with the violence of the explosions, yet neutral observers had but little idea of the catastrophe which had befallen the Russians.

A correspondent on board the *Columbia* writes: "Instantly (after the explosions) firing with 12-pounders and 3-pounders began. Searchlights were used, but without much method. I watched the operations, thinking they were only manœuvres, till midnight, when the firing had almost ceased. It stopped altogether at 3 a.m. About one o'clock two large battleships and one large cruiser passed us, coming towards the harbour entrance. The battleships then lay across the narrows at the entrance, where both are now aground, very close together, but not blocking the entrance except

THE RUSSIAN CRUISER "ASKOLD," WHICH CHALLENGED THE JAPANESE TORPEDO-BOATS.

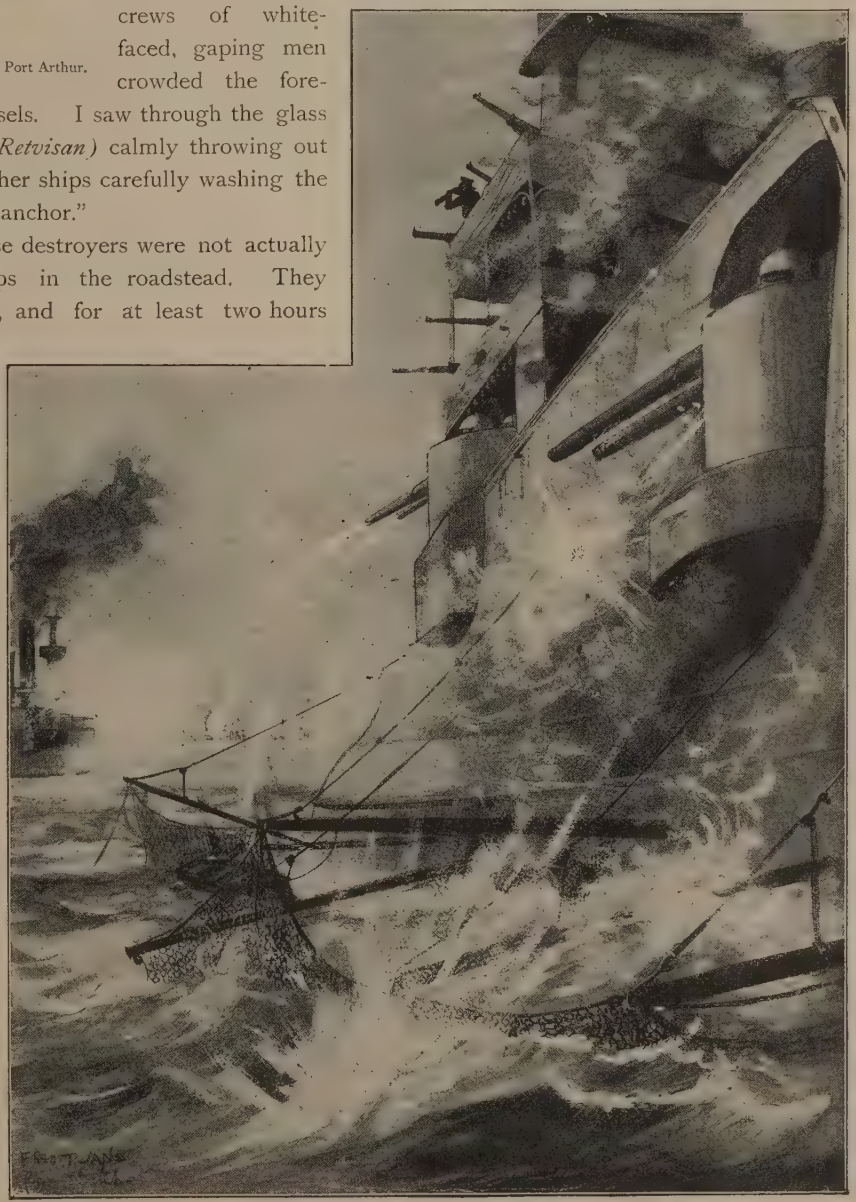
PRINCE UKHTOMSKI,
Second in Command of the Russian Fleet at Port Arthur.

attempt to leave, their object apparently being to prevent us from giving information to the Japanese concerning the extent of the damage. Up to this we thought that the operations were only manœuvres or a scare, but now we began to suspect something serious, especially when at daybreak we saw the strange and pathetic appearance of the two torpedoed battleships. . . . It seemed curious, for though the searchlights were whirling wildly and the lighthouse light was now extinct, no firing took place after three. The moon was shining, but no enemy was visible.

"After daybreak a strange apathy seemed to possess the Russians. The crews of white-faced, gaping men crowded the forecastles of the damaged vessels. I saw through the glass the crew of the *Peresviet (Retvisan)* calmly throwing out slops, and the men in the other ships carefully washing the anchor cable while weighing anchor."

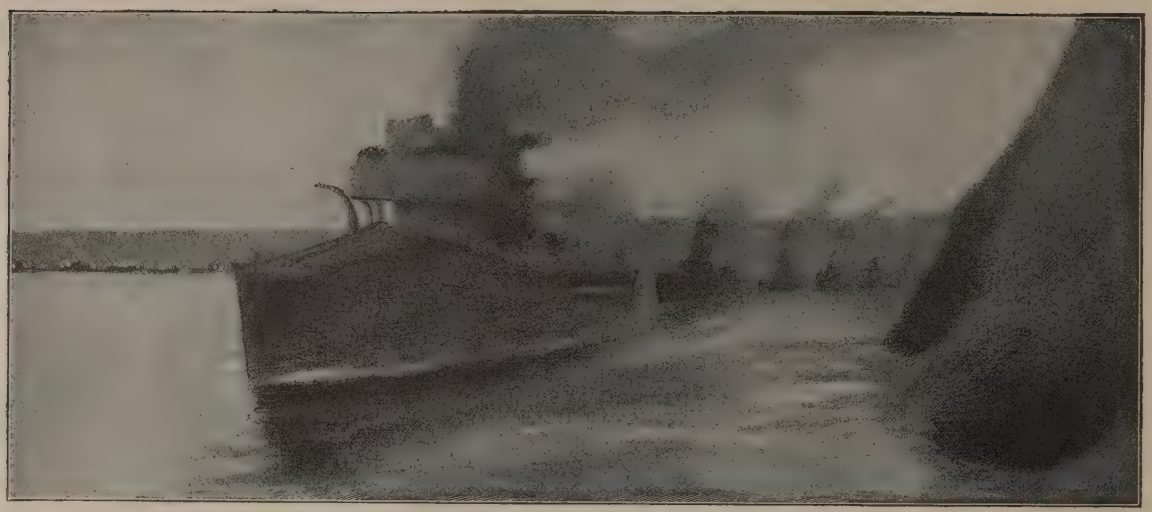
Apparently the Japanese destroyers were not actually seen from any of the ships in the roadstead. They came and went undetected, and for at least two hours after they had vanished panic prevailed and firing continued. The failure to locate them is quite intelligible to those who have seen torpedo attacks in manœuvres. There is always a tendency in any crew when the alarm "Man and arm ship!"—which is the order to cast loose the lighter guns and bring them into action for the purpose of repelling torpedo-boat attack—has been given, to fire wildly at imaginary targets, and even the steadiest crews often make this mistake. Repeatedly, for example, in the Spanish-American War, the alarm, "Torpedo boats!" was given in Admiral Sampson's fleet off Santiago, and that fleet opened fire on what turned out, upon closer

The Invisible Destroyers.



[Drawn by F. T. Jane.

THE ATTEMPTED DESTRUCTION OF THE DAMAGED RUSSIAN "TZAREVITCH," DURING THE BATTLE OF FEBRUARY 8, AT PORT ARTHUR. ON THE LEFT THE RUSSIAN FLAGSHIP "POLTAVA" IS SEEN ADVANCING TO THE RESCUE



THE NIGHT SURPRISE OF PORT ARTHUR. FEBRUARY 8-9.
The Japanese torpedo-boats crept in under cover of a cloudy night.

inspection, to be masses of seaweed or other inoffensive objects floating in the water. At such moments, searchlights, unless handled with the utmost care, do more harm than good. They are apt to be turned upon friends, when they dazzle the gunners and render them incapable of correct shooting for whole minutes

As for the damaged Russian ships, the two battleships, *Tzarevitch* and *Retvisan*, were so seriously injured that to make them fit for further service a thorough reconstruction, occupying about three months, would have been necessary. It was solely due to the fact that shallow water was near at hand, in which they were able to beach themselves, that they did not then and there founder. The *Tzarevitch* was struck by the Whitehead aft, and the explosion blew a huge hole in her, admitting the sea to her steering-engine compartment. She had been specially built to resist torpedo attack, and differed from all other battleships afloat, outside the Russian Navy, in that she had a bulkhead or partition of 1½-in. steel carried down from her armoured deck to her double bottom, which it was hoped would be proof against the explosion of a torpedo. This bulkhead, however, did not withstand the terrific shock, and proved of little service.

The Damage to the "Tzarevitch."

A "MIDDY" WHO WAS KILLED.
Midshipman Fumio Kajimura graduated in December, 1903; was killed on the battleship "Hatsuse" during first attack on Port Arthur.

The *Retvisan* was struck amidships, in the compartment which carries her pumps. In her case, also, a huge hole was seen to have been torn by the torpedo. The *Pallada* was hit upon her engine compartment, and probably sustained the most serious injury of the three, but in her case repairs could be more easily effected, since she was small enough and light enough in draught, even when damaged, to enter the one completed dock at Port Arthur.

The "Retvisan's" and "Pallada's" Damage.

The loss, even for a time, of these three ships was a terrible blow to the Russians. Had the Japanese carefully picked out the ships to be destroyed, as there is some reason for thinking that they did, they could not have chosen better. The *Retvisan* and *Tzarevitch* were incomparably the best battleships in the Russian Fleet. The *Tzarevitch* in particular, with her high speed—she had made on trial 19 knots, and had kept it up with ease—was faster than any battleship the Japanese possessed, except, perhaps, the *Hatsuse*, and was the best armed and armoured vessel under Admiral Stark, carrying as she did four 12-in. and

The "Tzarevitch" Described.

[Drawn by C. Dixon, R.I., from a sketch by Lieut. A. R. Elgell, R.N., made from materials supplied by a Japanese naval officer.

TORPEDOING THE "TZAREVITCH." AN INCIDENT IN THE FIRST ATTACK ON PORT ARTHUR.

WOUNDED RUSSIANS IN THE JAPANESE HOSPITAL, AFTER THE CHEMULPO FIGHT.

twelve 6-in. guns in her eight turrets, all of the very latest pattern, and firing projectiles with a high velocity. She had given some little trouble on her arrival, as her electric ammunition-hoists had not worked well, but the failure was not of a serious nature, and could easily have been put right. She was the newest unit in the Russian Fleet, and was at the same time the largest vessel in the Port Arthur Squadron.

The *Retvisan* was a little smaller and a little slower, with the same battery as the *Tzarevitch*, and armour protection almost as good, but had given more trouble. Together these two ships had cost somewhere about £2,500,000, and they had been put out of action by the Japanese at a cost of less than £10,000, and without the slightest loss of life or damage on board the Japanese flotilla. The power of the torpedo could not be more signally illustrated. The Russian admiral, however, had courted the disaster which befell him by leaving his fleet thus exposed to attack in the outer roads, when it has for years been a maxim that a fleet which is found at anchor in an unenclosed anchorage by the enemy's torpedo flotilla is a fleet doomed to suffer.

The "Retvisan" and "Pallada."

The cruiser *Pallada* was a far less valuable vessel than the two battleships, since she had no armour, and her fighting power was small. But she steamed 20 knots, and had a large coal supply, so that for scouting she was of great importance, the more so as the Russians at Port Arthur were extremely weak in good cruisers, and had little chance of effecting a junction with the four ships detached at Vladivostock, which might have remedied the weakness.

The business of repairing a topedoed ship is a very serious one. The explosion of an 18-in. Whitehead not only blows a large hole in the side, but also shakes and strains the whole structure of the vessel exposed to it. Bulkheads far away from the compartments actually breached show signs of weakness and begin to leak; the alignment of the shafting is deranged, and the engines are apt to be thrown out of adjustment. In

Torpedo's Damage.

AN OFFICER WHO WAS WOUNDED AT PORT ARTHUR.

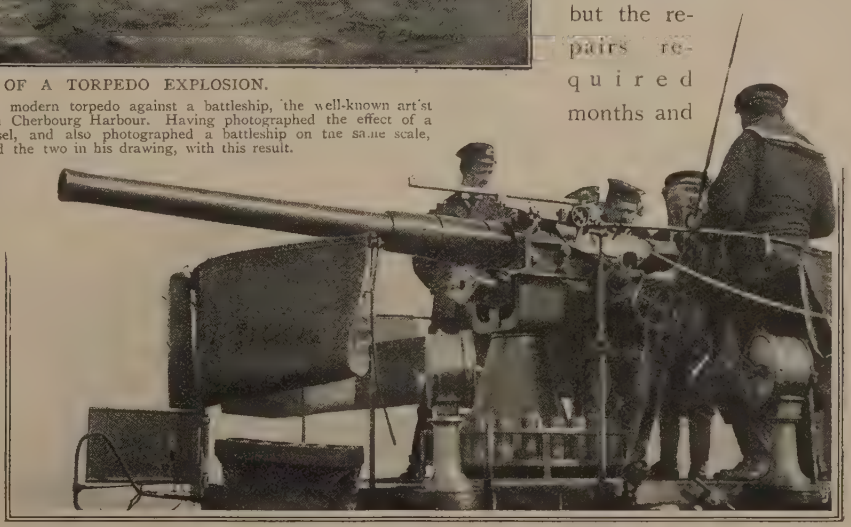
Second-Lieutenant S. Takahashi, of the armoured cruiser "Iwate," was wounded during the first attack on Port Arthur. February 8. This picture was taken in the hospital at Sasebo.

THE EFFECT OF A TORPEDO EXPLOSION.

To show the effect of the discharge of a modern torpedo against a battleship, the well-known artist M. Ehrmann watched some experiments in Cherbourg Harbour. Having photographed the effect of a torpedo explosion against a dummy vessel, and also photographed a battleship on the same scale, M. Ehrmann combined the two in his drawing, with this result.

the assistance of a well-equipped dockyard.

In the Chinese battleship *Ting-Yuen*, torpedoed by the Japanese at Wei-hai-wei, one of the engines stuck, indicating that the shafting had been



[Cribb Photo.

FIRING A 12-POUNDER GUN ON A TORPEDO-BOAT DESTROYER.

The Japanese destroyers carry one 12-pounder, carried aft, and five 6-pounders.

the case of the Brazilian battleship *Aquidaban*, which was struck by the far less formidable 14-in. Whitehead, an examination showed that the torpedo "had blown a hole 19 or 20 ft. long and 6½ ft. broad, and at either end the steel skin of the ship had been further torn. The tear extended 6 ft. longitudinally, past the bulkhead dividing the third and fourth compartments. The watertight doors in this bulkhead had been loosened by the shock, so that the fourth compartment, which was a very large one, had filled as well as the first three. Inside everything was smashed beyond recognition. The armoured deck had been driven out a little, just over the place where the explosion occurred, and numerous rivets in the skin had been loosened. . . Only the shoals had saved her from foundering." This ship was afterwards repaired but the repairs required months and

THE RUSSIAN BATTLESHIP "RETVISAN." BUILT AT PHILADELPHIA, 1900. "PIERCED AND SHATTERED" AT PORT ARTHUR BY THE JAPANESE IN THE FIRST ATTACK.

thrown out of line; the ship "was so shaken structurally that both bulkheads and watertight doors were rendered practically useless"; a hole which was certainly more than 5 ft. in diameter—it could not be thoroughly examined or accurately measured, owing to the fact that the ship had sunk in the mud, and only the top of the hole emerged from the mud—was blown in the side, and the armoured deck was damaged. Still more instructive is the lesson of experiments made in England with the 18-in. Whitehead on the hull of the *Belleisle*, with the object of ascertaining exactly what amount of damage would be done under conditions similar to those prevailing when the Russian ships were torpedoed. Practically everything was blown away below the armoured deck, in the neighbourhood of the explosion, and the wreckage of the ship was complete. It is plain from these actual examples that the damage inflicted by the Japanese torpedoes must have been very great indeed, and that there is small prospect of either the *Tzarevitch* or the *Retvisan* taking the sea this year. It may, however, be possible to rebuild the *Pallada* in dock.

Torpedoed Ships.

The difficulty of repairing the *Retvisan* must be increased by the damage she sustained in the subsequent actions, and by the fact that when her wound had been patched once, the patch gave way. She was not removed from the entrance to the harbour till March; the *Tzarevitch*, however, was tugged off the mud at an earlier date and roughly patched, but was in such a state that she was incapable of service outside the harbour.

According to the accounts of eye-witnesses yet another Russian vessel sustained serious damage in the torpedo attack. This was the volunteer cruiser *Angara*, which is stated to have run ashore near the *Pallada* for safety.

Four Russian Vessels Damaged.

It is clear that four ships were damaged, since Admiral Togo, who carefully observed the Russian Fleet in the bombardment of the 9th, speaks of four

THE "RETVISAN" ASHORE. PHOTOGRAPHED THE MORNING AFTER THE TORPEDO ATTACK.
The "Retvisan" was struck amidships in the compartment which carries her pumps.

THE PANIC OF THE RUSSIAN FLEET.

'The Russian Fleet awoke to panic and to life, The heavy guns were cleared for action; all hands manned and armed ship; and in confusion a furious fire was directed seaward towards a quarter where there were no Japanese."

THE BATTLESHIP "TZAREVITCH," TORPEDOED AT PORT ARTHUR, FEBRUARY 8.

as out of action, and there is independent evidence to the effect that some other ship was on the beach.

CHAPTER X.

THE FIRST BOMBARDMENT OF PORT ARTHUR.

Behind the Japanese destroyers which had delivered the night attack on the Port Arthur Fleet, followed in support a squadron of four fast protected cruisers — the KASAGI, CHITOSE, TAKASAGO, and YOSHINO — all vessels capable of showing their heels to any Russian ship, and by reason of their formidable artillery strong enough to protect the retreat of the torpedo craft, in case the Russians were found on the alert, and pursued their diminutive assailants. As yet, it was quite uncertain whether the Russian Fleet was at Port Arthur. The destroyers, in conformity with their orders, had not rejoined Admiral Togo, so it was not known what measure of success had attended their action.

The Morning of Feb. 9.

THE "TZAREVITCH" THE MORNING AFTER THE TORPEDO ATTACK.

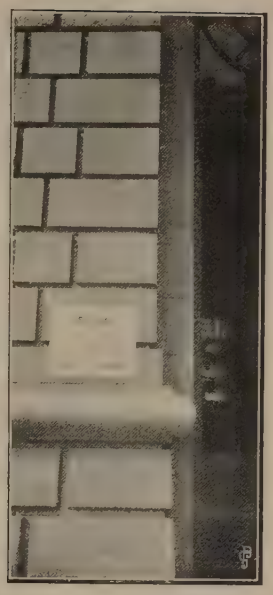
THE CRUISER "PALLADA," TORPEDOED AT PORT ARTHUR, FEBRUARY 8.
The "Pallada" was hit upon her engine compartment. She had no armour.

In the small hours of the morning of February 9, however, all doubts as to the position of the Russians were at last set at rest. From out of the night came a wireless message in Russian, containing an order for the *Askold*, which was rapped out on the Japanese instruments, and

which in a flash conveyed the intelligence sought by Admiral Togo. As he knew that the *Askold* formed part of the Port Arthur fleet, the message indicated that she was at Port Arthur, and if she was there the probabilities were overwhelming that the rest of the fleet was also there.

The Russian Fleet Puts Out.

About 9 a.m. of the morning of the 9th, looking out to sea, the Russians saw far away, against the red rays of the morning sun, the masts and funnels of three cruisers The fourth was linking up the advanced squadron with the main Japanese Fleet. They passed slowly across the Russian port, and as they passed, on their masts could be made out through good glasses the Rising Sun, the battle standard of Japan. For many minutes they hovered on the horizon, apparently making careful note of the condition of the Russian Fleet; their officers noted that four ships were out of action or aground—two of them battleships—but one of the four was the transport *Angara*, of small fighting value.

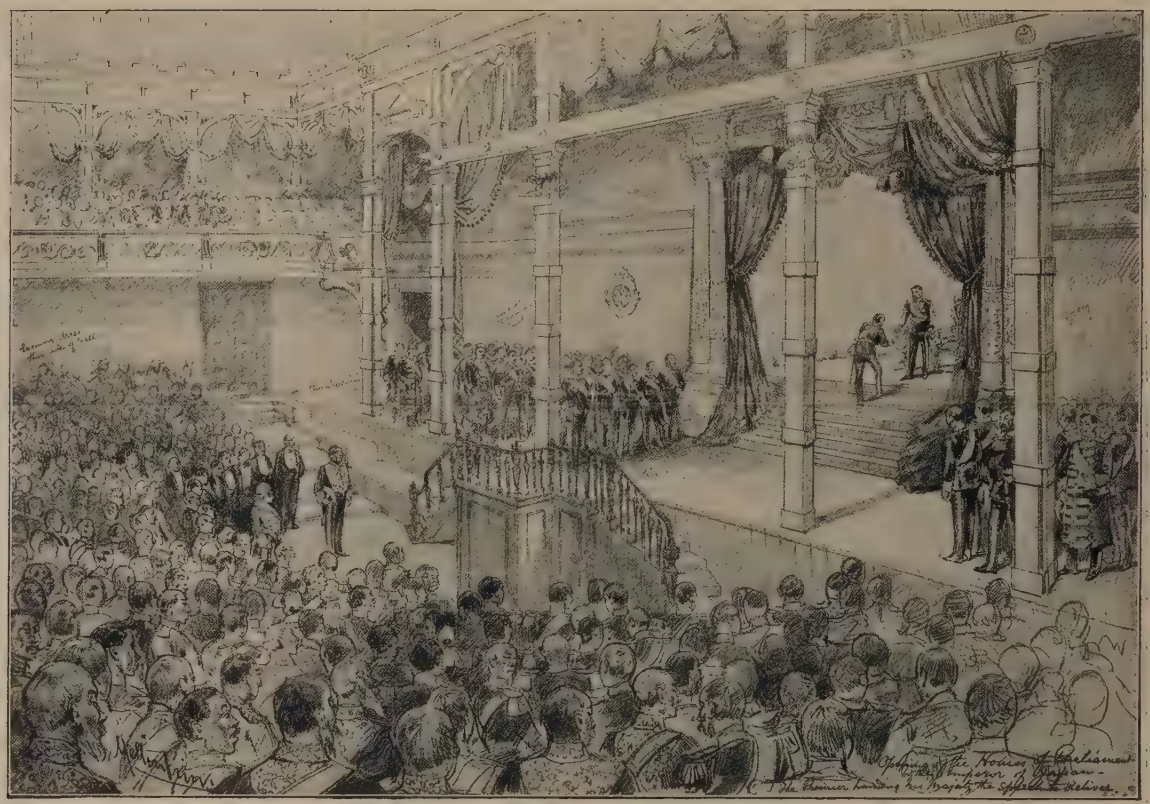


[S. Smith Photo.
A RESULT OF THE WAR.
The premises lately occupied by the Russo-Chinese Bank in Tokio are "to-let."

"THEY ALSO SERVE WHO ONLY STAND AND WAIT."
This picture shows a group of people of all classes in St. Petersburg inquiring for the bulletins of sailors and soldiers killed and wounded in the war. These bulletins are the only means of publishing the casualties.

While they were still watching the scene, the order was given in the Russian Fleet to clear for action, weigh anchor, and put to sea to engage them. Forthwith, on board the Russian ships, the capstans creaked; the cables came up, link by link; spectators ashore and on board the neutral vessels in the harbour could see the woodwork being jettisoned; and, finally, after a long delay, the fleet got under way and moved timidly out towards its adversaries.

The torpedoed ships were hard and fast aground, and remained behind, but even without



THE EMPEROR OF JAPAN OPENING THE WAR PARLIAMENT. THE PREMIER HANDING HIM THE SPEECH TO DELIVER, MARCH 20, 1904.

their aid Admiral Stark had under his orders a formidable array: the five battleships, *Petropavlosk*, *Poltava*, *Sevastopol*, *Peresviet*, and *Pobieda*; the five cruisers, *Bayan*, *Askold*, *Diana*, *Novik*, and *Boyarin*; and the fifteen destroyers, *Vnimatelni*, *Vlastny*, *Boevoi*, *Beztraschni*, *Bezposchtchadni*, *Vnushitelni*, *Vuinoslivi*, *Grosovoi*, *Razyaschtchi*, *Ryeshitelni*, *Silni*, *Stereguschtchi*, *Storozhevoi*, *Smyeli*, and *Serditi*—twenty-five pennants in all, which, in good hands, boldly handled, might have gone far to redeem the disasters of the first night of war.

Names of the Russian Ships.

So soon as the Russians had got under way, however, and begun to move slowly out of the shelter of the forts commanding the roadstead, the Japanese cruisers vanished. There was only the merest pretence of a pursuit, the Russians steaming after them within easy reach of land, so as to have a secure retreat in the direction of Dalny.

The Russians did not move far, nor was a single shot exchanged between the two enemies. After remaining about an hour under way, the battleships and most of the cruisers returned to the anchorage at Port Arthur, and took up their old positions there. They had no other choice, as the entrance to the inner harbour for the time being was blocked by the hulls of the torpedoed vessels, so that none but destroyers or small cruisers could pass. A

The Japanese Fleet Approaches.

["Chicago Record-Herald."

DISADVANTAGE OF BEING GREAT.

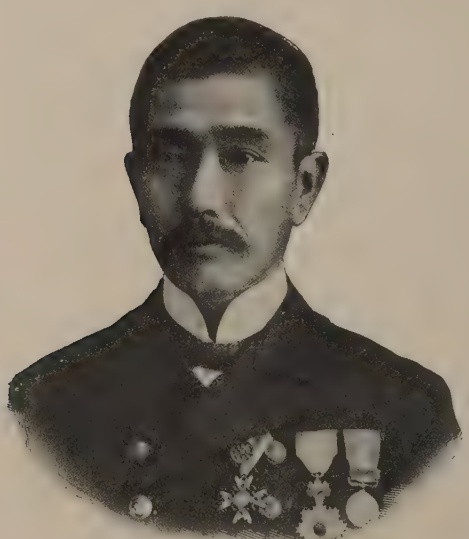
Russia: "There's one bad thing about being so big--the other fellow gets all the sympathy."

"THE JAPANESE ARE COMING!" A SCENE AT THE SIGNAL STATION ON GOLDEN HILL, PORT ARTHUR

No. IX.

SALVING THE "VARIAG" AT CHEMULPO.
The "Variag" was sunk by the Japanese, but was not seriously damaged. Attempts are being made to raise her.

little later the Russian signal-station at Dalny announced that the main Japanese Fleet was approaching from the east. It was stated to consist of five first-class battleships and as many armoured cruisers, though, as a matter of fact, this estimate was below the truth, since Admiral Togo had six battleships and five armoured cruisers with him. It is, however, possible that he may have detached a battleship with orders to rejoin him before Port Arthur, hoping that the Russians would be induced, by the seeming weakness of his force, to come out and give battle to him. About 10 in the morning he received from his advanced squadron information of the precise condition of the Russians, and that they had four ships out of action. He forthwith ordered his crews to take their dinners, and, joining his officers, drank success to the Japanese Fleet in champagne. The dinner hour past, he hoisted a signal reminding his men that the issue of the war depended on the deeds they were about to perform, and that the whole world had its eyes upon them.



CAPTAIN TERAGAKI,
Of the Japanese battleship "Shikishima," which took part in the first attack on Port Arthur.

The Japanese Plan.

The plan to be followed had previously been imparted to the captains. It was known that Admiral Togo had been strictly ordered by his Government not to hazard his ships in close action with the batteries of Port Arthur, supposing the Russians were found sheltered under them, but that he was to use only long-range fire, as it was of great importance to preserve intact his precious battleships and armoured cruisers, the more

so in view of the possibility that Russia might attempt to send further reinforcements to the Far East. If the Russians came out of Port Arthur, he was again to fight at long range, since the constant practice of his crews at extreme distances would, it was hoped, give them a great advantage over the Russians, whose gunnery was good, but vastly inferior to the Japanese standard.

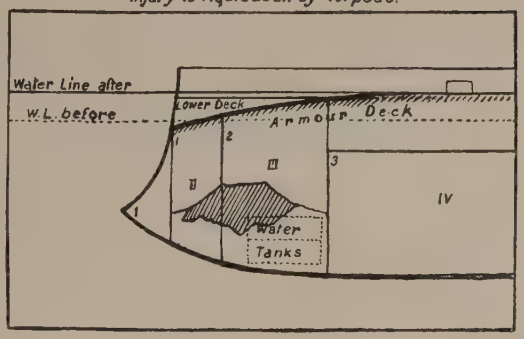
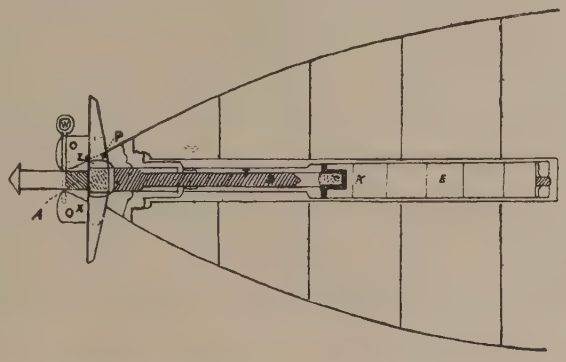


Diagram showing the damage by torpedo to the Brazilian vessel "Aquidaban." (See page 191.)

The Japanese Fleet approached the Russians in single line ahead, the MIKASA leading, and following her the ASAHI, FUJI, HATSUSE, SHIKISHIMA, and YASHIMA. Astern of the battleships followed the armoured cruisers, led by Vice-Admiral Kamimura's flagship, the IDZUMO, with, astern of her, the TOKIWA, IWATE, YAKUMO, and ADZUMA. Astern of them again, and further out to sea, were the four fast protected cruisers. The orders were for all the ships to use only their heavy guns, 12-in. and 8-in., and fire at the



AN IMPORTANT SAFETY-PIN.

In the torpedo a little fan (o) prevents the striker of the pistol from detonating the charge. The fuse is held by a safety-pin (w), which only withdraws at the very last moment. The detonating charge is at K, and the primer charge, E.

Work for the Heavy Guns.

[Photo Nouvelles Agency.

CREW OF THE "VARIAG" MARCHING THROUGH ST. PETERSBURG.

[Cribb photo.

THE "BELLEISLE," USED FOR TORPEDO EXPERIMENTS. TO ASCERTAIN WHAT DAMAGE WOULD BE DONE UNDER CONDITIONS SIMILAR TO THOSE PREVAILING WHEN THE RUSSIAN SHIPS WERE TORPEDOED. (See page 192.)

Russian ships and forts, directing some shells against the dock and workshops which could be reached by the heavy guns at one point opposite the harbour mouth. The range would be too great for the 6-in. guns, which were not to fire unless the Russians came out. Thus no use could be made of a great part of the ships' batteries.

On returning to their anchorage, the Russians had detached two cruisers to scout in the direction from which the Japanese were approaching, and to keep a close watch on the movements of the Japanese Fleet. No one on board the Russian ships anticipated an attack by the Japanese. It was thought that they would never venture within range of the formidable batteries of Port Arthur, notwithstanding the daring torpedo attack of the previous night. The men in the forts stood to arms, but nothing more than a Japanese reconnaissance was expected, so greatly did the Russians under-estimate the valour and energy of their enemies. The first indication that there was to be serious fighting was when the *Boyarin* came steaming in from the east, in which direction she had been on the look-out, with smoke pouring from all her three funnels, with a white rush of spray from her bows, and with all the guns in her battery which would bear astern firing rapidly. She signalled: "The enemy are at hand; they are very numerous." Two or three minutes later, specks came into view on the horizon, and gradually, as the specks drew nearer, they were made out to be a fleet of fifteen battleships and cruisers, in fighting order.

Under-estimating Japanese Valour.

MR. J. A. R. GILCHRIST,
A Scotch engineer, who is reported to have repaired the damaged Russian war vessels at Port Arthur.

"The day was bright and warm," says a Russian officer in one of the batteries. "Some specks showed on the horizon; they grew larger; then we could make out fifteen of them. They became lines, instead of mere specks; nearer and nearer they came, changing from grey to dun-colour; they stopped

The First Shell Falls.

[Cribb photo.

THE "BELLEISLE," AFTER ITS BATTERING, BEING TAKEN INTO HARBOUR.

[From a Sketch by eye-witness.

ONE EFFECT OF A JAPANESE SHELL AT PORT ARTHUR.

During the first bombardment a horse, drawing a cart full of soldiers' uniforms, was killed, the cart being smashed.

when five miles away. There was a white cloud. Boom! We looked anxiously to see where the shell would fall." At the same moment the Russian battleships began once more to weigh. They had moored, and did not, as they should have done, at once slip and put their ships in motion, but slowly and painfully heaved their cables up — a ten or fifteen minutes' task in a smartly handled fleet, and one demanding anything up to an hour in a fleet where the seamanship is indifferent. Once more, to their utter amazement, spectators in the neutral ships in the anchorage, which were busy getting under way and withdrawing

[Photo Nouvelles Agency.

EFFECTS OF THE FIRST BOMBARDMENT ON THE NEW TOWN OF PORT ARTHUR.

[Bolak photo.
H.H. PRINCE KASHO.
At the first battle of Port Arthur he was in charge of a 12in. gun on the "Mikasa," and was much praised by the captain for his efficient firing.

from the midst of the Russian Fleet, noted that large parties of seamen were on the Russian forecastles in leisurely fashion preparing to cat the anchors, and washing the cables with the hoses as they came up link by link, while others were pitching all kinds of encumbrances overboard through the portholes and from the upper deck.

It was a strange spectacle, this fleet which had for weeks been avowing its perfect preparedness for war and its contempt for the Japanese, caught thus in complete disorder. A hubbub of noises rose from it; through the clear, still air came the creak of the capstans, the sharp orders of the officers, and the banging of hammers knocking away the pins which held the stanchions and the davits, and folding these down so as to give a clear field for the fire of the guns. To the observers it seemed as though the Japanese Fleet would be right upon the Russians before these latter would be ready, so fast did Admiral Togo's ships come on.

As the Japanese Fleet drew near, the protected cruisers which had effected the reconnaisance in the morning fell back, so as not to approach within range of the heavy Russian guns. Having no armour on their hulls, they were not to be risked, but were to remain in the offing, ready to give assistance to any damaged vessel, or to deal with the Russian cruisers if these attempted to slip out to sea. The TAKASAGO, while with the protected cruisers, sighted the Russian mail steamer *Manchuria* attempting to get into Port Arthur before the Japanese closed on the port, and after a sharp run captured her without any resistance being offered by the Russians.

Tne Steamer "Manchuria" Captured.

At 10.55, by the time of the neutral ships, the first shot was fired by the Japanese. It came from one of the great 12-in. guns in the fore barbette of the MIKASA, the Japanese flagship, and is said to have been aimed by Prince Kasho, of the Imperial House of Japan. It was accurately aimed, at a range of about 8,000 yards, and fell close to the *Retvisan* and fifteen destroyers which were lying bunched up hard by the entrance of the harbour, sending up a great cloud of spray as it struck the water. At once the Russian torpedo craft with the gunboat *Gilyak*, which was among them, got under way and retired into the harbour, apparently as the result of orders from Admiral Stark. The Japanese Fleet closed in slightly, and opened a slow and steady fire from the heavy guns, to which the Russian forts and ships immediately replied, but with little order or method. The forts ashore for the most part used smoky powder, so that the harbour was speedily veiled in clouds of smoke, which drifted down on the anchorage and veiled the scene from the eyes of spectators ashore.

The "Mikasa's" First Shot.

At this moment Captain Gray, of the British steamer *Fuping*, which was lying in the harbour awaiting permission to proceed to sea, was rowing in his boat among the Russian ships; he reports that just as the first shell struck the water one of the Russian ships disappeared, sinking with all hands. In this, however, he seems to have been mistaken, as no such incident was observed from the

CAPTAIN FUJII,
Of the Japanese armoured cruiser "Adzuma," which attacked Port Arthur.

Japanese Fleet, while the Russian official despatches make no mention of the loss of a ship, nor is there any of their more powerful units which remains at this hour unaccounted for. The first shell badly injured one of the Chinamen rowing Captain Gray's boat, and the rest of the crew hurriedly jumped overboard and made for the shore, which was close at hand. The Englishmen in the boat followed them and took shelter behind a rock, whence they watched the rest of the battle.

An English Witness of the Fight.

COMMANDER OF THE "NOVIK."
Captain Essen.

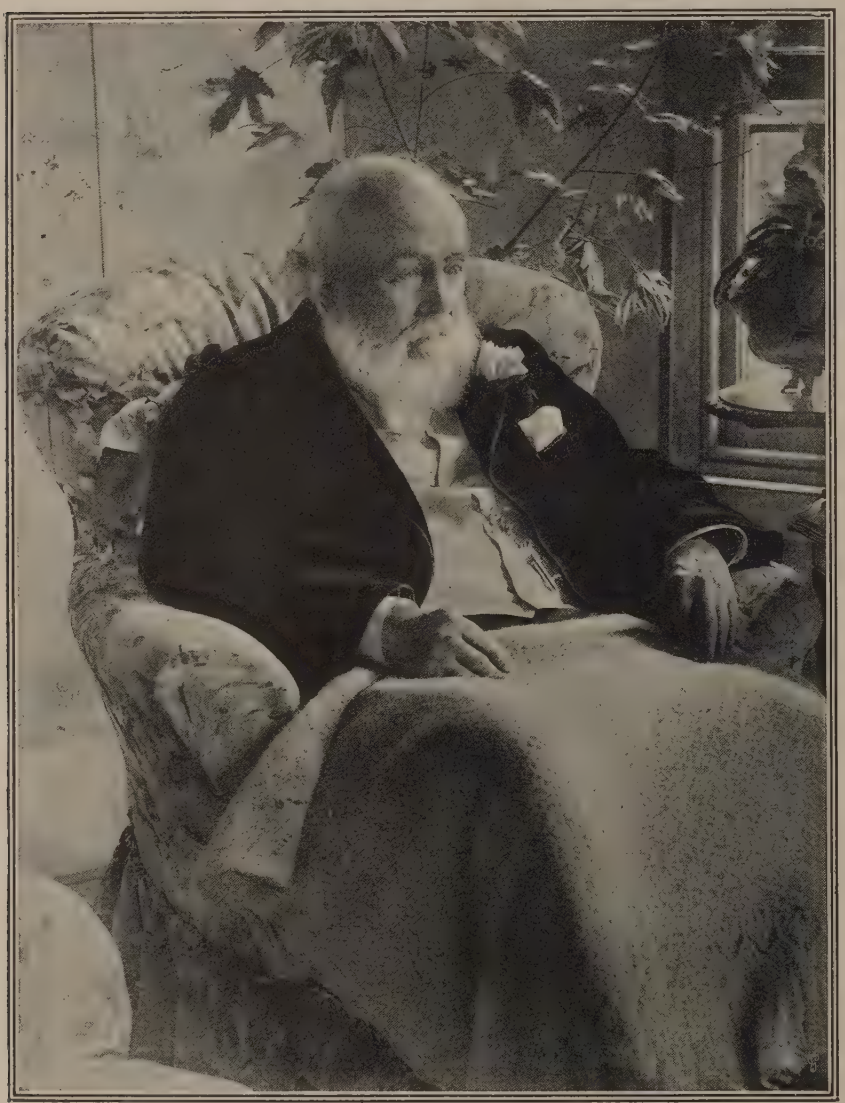
Meantime, shells were beginning to fall in the town, among the batteries, and in the harbour. In the town there was absolute panic. Crowds of frightened non-combatants, men and women, besieged the railway-station, begging for places in a train which was standing there, but which was not to start till the afternoon: others fled to the hills for protection. In the Russo-Chinese bank all the paper money was taken out and hastily burnt; the specie was placed in carts and driven away to the interior; it seemed the general belief that a landing of the Japanese was at hand. From over-confidence the Russians had passed to demoralisation. At the same time telegrams were sent north recalling the troops who had a few hours before been hurried away from the town to Liaoyang, thence to march to the Yalu. Every few minutes there came whistling through the air the

Panic in Port Arthur.

CAPTAIN FRANZ MATOVSSIEVITCH,
Commander of the torpedo-boat squadron at Port Arthur.

THE RUSSIAN CRUISER "NOVIK" ON THE MORNING OF FEBRUARY 9, AFTER THE NIGHT SURPRISE OF PORT ARTHUR, STEAMED OUT FROM THE REST OF THE FLEET.

huge projectiles of the Japanese, 8in. and 12in., which fell, digging deep holes in the ground, and shattering everything at hand when the explosion followed. The coal piles on the wharves and near the station were scattered by the bursting of the shells; the windows of the town were broken by the violent concussion, yet, after all, the damage done was not great, though the moral effect of the bombardment was stunning. Through all this turmoil moved Admiral Alexeieff and his staff, striving to restore order and confidence with but indifferent success, while the streets were full of troops moving off at a brisk march to their positions in the forts and works round Port Arthur.



[F. Viner photo, Swindon.

THE INVENTOR OF THE WHITEHEAD TORPEDO.

The inventor of the Whitehead torpedo is now an aged man; but while he is in retirement in the quiet of the country his invention is altering the fate of nations in the Far East.

The "Novik" Steams Out.

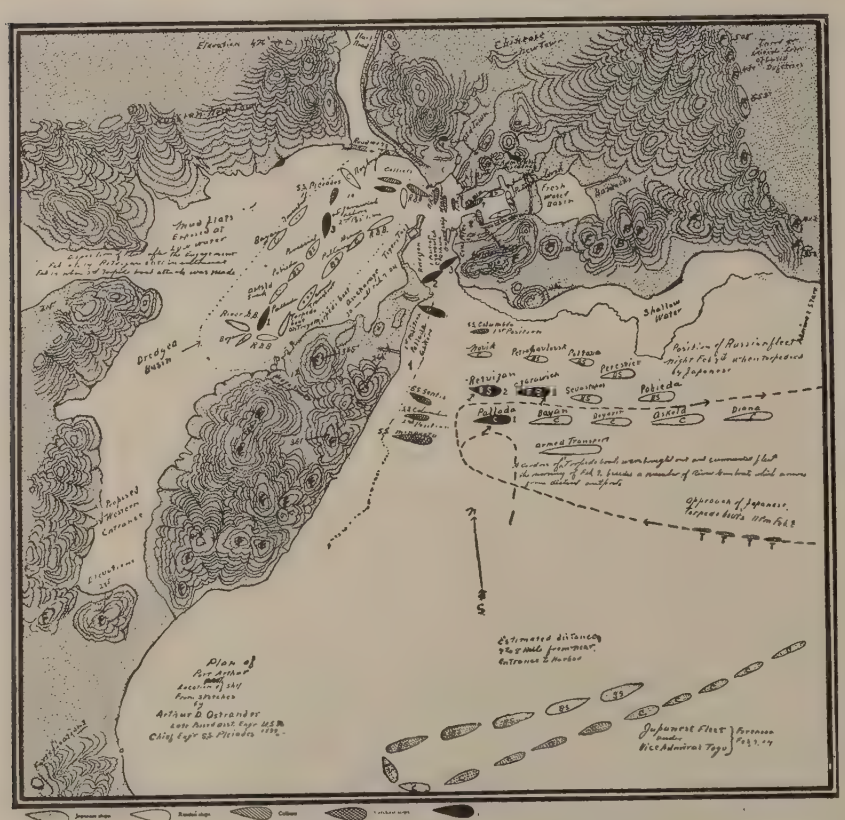
The Russians for some time made no attempt to move out and meet the Japanese attack, perhaps because of the long delay in weighing anchor; perhaps because Admiral Stark did not dare to venture away from the shelter of the forts. The small cruiser *Novik*, however, steamed a little distance from the rest of the fleet to the westward, keeping always under the cover of the forts, and the battleship *Peresviet*, with Rear-Admiral Prince Ukhtomsky's flag, followed her example. They drew the attention of the Japanese upon themselves, and received a heavy fire but most of the projectiles went over them and struck the cliffs of the batteries just behind them. The Russian cruisers *Askold*, *Bayan*, and *Diana*, also steamed out some little distance, attempting, so the Japanese thought, to draw the Japanese battleships and cruisers over the mine-field off Port Arthur, or to a point commanded by the cross-fire of the forts. A voluntcer cruiser came out furthest of any of the Russian ships, but had so warm a reception that she speedily put about and retired.

The Russian battleships had not even now completed the process of weighing anchor. The *Poltava* was just preparing to cat her anchor, with some twenty men engaged in that troublesome business, when suddenly a Japanese shell struck the ship on the bows, just at the point where the hawse-pipe enters the ship. A dense cloud of black smoke caused by the high explosive in the shell blotted out the scene for some

THE "POLTAVA" STRUCK.

The "Poltava" was just preparing to cast her anchor, when suddenly a Japanese shell struck the ship on the bows, just at the point where the hawse-pipe enters the ship.

THE FIRST ATTACK ON PORT ARTHUR, AS DRAWN BY A JAPANESE ARTIST.
This is vivid, but not correct.



THE PORT ARTHUR FIGHT—BY AN EYE-WITNESS.

Solid and numbered (1-2-3) indicates Russian ships that were torpedoed by the Japanese and the different positions taken afterwards by the Russian battleships in the effort to float and repair them. F indicates the forts, and the numbers their height in feet. (— — —) indicates the course taken by Japanese torpedo-boats during their attack upon the anchored Russian fleet. (—>) indicates course of Japanese torpedoes when fired and where the Russian ships were struck by them. B S, battleships. C, cruisers. T, Japanese torpedo boats. Drawn by Engineer Arthur D. Ostrander, of the steamship "Pleiades," at Port Arthur during the fight of February 8 and 9.

instants; and, as it cleared away, it could be seen that the *Poltava* was badly damaged forward, her plating torn open down to the water-line, while she appeared to be on fire. A minute later the *Petropavlovsk* was hit by a shell at the base of her fore-funnel, but the projectile, striking on her armour, did her no serious harm. Then it was the turn of the *Pobieda* to be hit in the same manner, once more without receiving injury. At each shell-burst a great cloud of thick, black smoke rose in the air, and all the Japanese projectiles appeared to observers to explode.

Disaster to the "Poltava."

Little damage had so far been done to the Russian Fleet in the action, but now the Japanese began to concentrate their attack on

[Built and photographed by Sir W. G. Armstrong & Whitworth.

THE JAPANESE CRUISER "IDZUMO."

This took part in the first attack on Port Arthur, and was Admiral Kamimura's flagship.

the protected cruisers. They struck the *Askold* two or three times, once on the water-line, making a large hole in her thin plating and setting her on fire; then on her after-funnel, a part of which was carried away by a projectile, and then again on her mainmast, bringing down the maintopmast. She withdrew behind the battleships, where her crew strove with success to extinguish the fire. The cruiser *Diana* was next injured by a shell amidships on the water-line, and also took fire and withdrew from the action, while last of

Damage to the "Askold," "Diana," and "Novik."

DEFENDING PORT ARTHUR FROM THE JAPANESE ATTACK.

THE FIVE-FUNNELLED CRUISER "ASKOLD" BEING MADE FAST IN THE INNER HARBOUR. (Taken just after the fight.)

CAPTAIN TAKEDORE COMMANDED THE ARMOURED CRUISER "IWATE," WHICH PLAYED A PROMINENT PART IN THE FIRST ATTACK.

all, the *Novik*, after approaching too close to the Japanese Fleet, was compelled to retreat by the concentrated fire that was directed upon her, and while returning to the harbour at full speed was hit several times astern, the last shot disabling her rudder, so that her captain had to steer back to shelter with his screws alone. Before she retreated, however, she fired two torpedoes at the IDZUMO at extreme range. These missiles passed within a short distance of the Japanese armoured cruiser —one thirty yards ahead, and the other fifty yards astern, leaping in the water as though they had been porpoises.

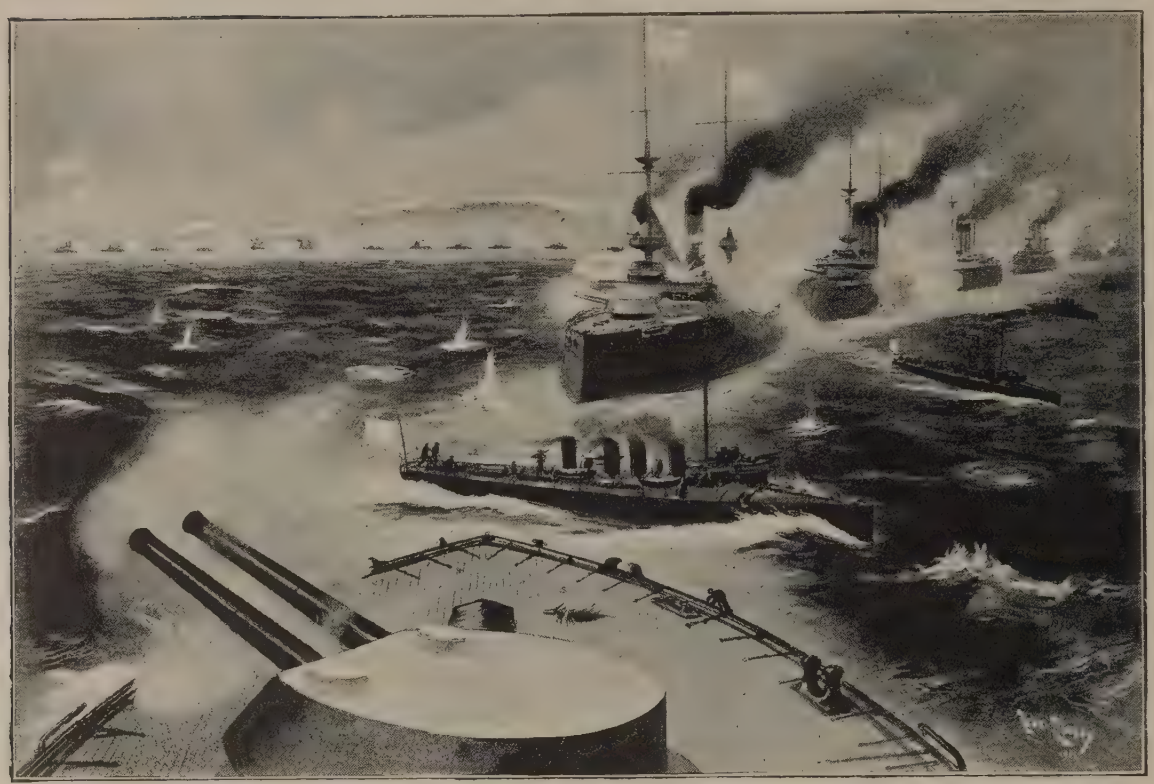
Results of Half an Hour's Firing.

Such was the posture of the Russian Fleet after less than half-an-hour's firing on the part of the Japanese. All the unarmoured cruisers, except the *Boyarin*, were out of action; of the battleships, one could not move, as her wound forward admitted so much water that fears were entertained for her safety, while the torpedoed ships were hard and fast aground, and could do nothing but fire their guns wildly at the Japanese, which strained their hulls and seriously risked their safety, doing infinitely more harm to their own structure than to the Japanese. Indeed, it is probable that the difficulty of subsequently repairing the injury inflicted on them by the Japanese torpedoes was greatly increased by this foolish use of their batteries. The other battleships remained in confusion and disorder; they

[Built and photographed by Sir W. G. Armstrong, Whitworth & Co

JAPANESE CRUISER "YOSHINO" TOOK PART IN THE FIRST ATTACK ON PORT ARTHUR.

JAPANESE SHELLS STRUCK THE "ASKOLD" SEVERAL TIMES, ONCE ON HER MAINMAST BRINGING DOWN THE MAINTOPMAST.



THE JAPANESE ATTACK ON PORT ARTHUR. THE RUSSIAN SQUADRON LIES TO THE LEFT OF THE PICTURE.

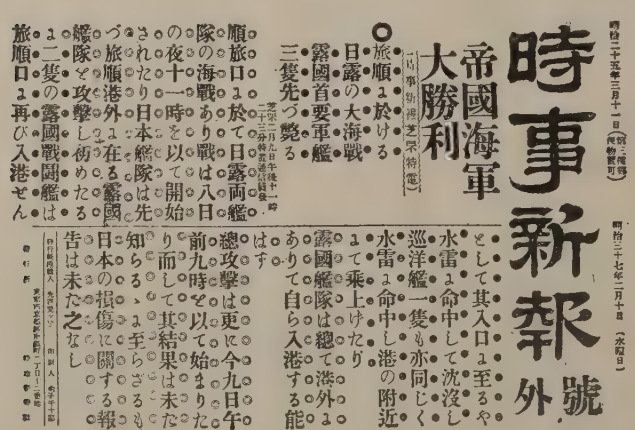
displayed no tactical qualities, but simply steamed slowly round and round in a circle, while among them every instant splashed the huge shells from the Japanese guns.

Their fire was quite ineffective; what hits were made upon the Japanese ships appear to have been inflicted by the coast batteries. The explanation of the ineffectiveness of the Russian gunnery probably lay in the fact that, unlike the Japanese, they had not taken the precaution to practise at long ranges, so that their gunners, accustomed to fire only at targets 1,200 or 2,000 yards away, were puzzled and disconcerted when it was a matter of making hits on the dun-coloured outlines of the Japanese battleships and cruisers at ranges of 6,000 and 8,000 yards. Or it may be that the Russians lacked telescopic sights for their guns, as was the case with the *Variag* at Chemulpo. Their projectiles could be seen falling in the water, many hundred yards short of the Japanese, and the result of this bad shooting in the Russian Fleet was a complete loss of confidence

The Russian Fire.

In the midst of the action the British merchant steamer *Columbia*, which lay in the centre of the Russian Fleet, ran for safety. She was shaken at each instant from stem to stern by the concussion of the exploding shells which dropped about her, drenching her deck and upper works with spray. Once a shell burst so close to her that all on board fancied for a moment that she was hit, and as good as disabled. She had on board a Russian guard, who forbade the captain to move; but as it was a question of the safety of

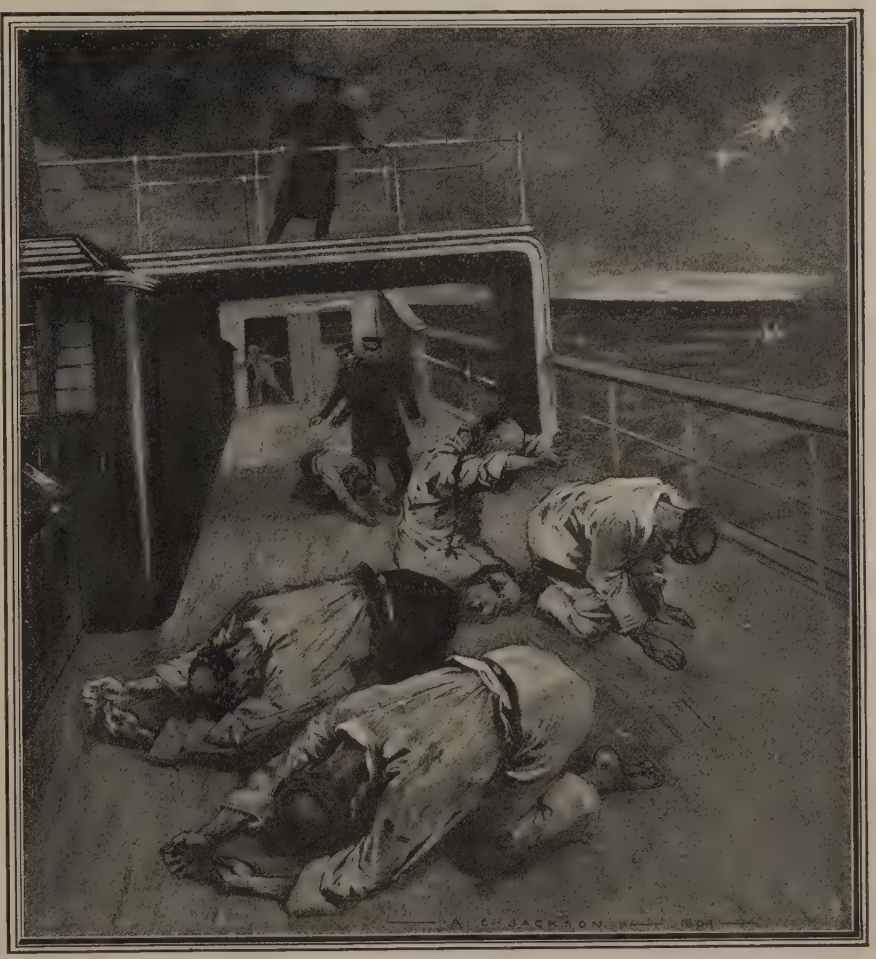
The "Columbia's" Risky Run.


時事新報 外號
帝國海軍大勝利
旅順に於ける日露の大海戰
露國首要軍艦三隻先づ斃る
旅順口に再び入港ぜん
艦隊は攻撃して傷めたるロシア艦隊は總攻撃を更に今九日午前九時より始まりたり
日本の損傷に關する報告は未だ之なし
露國艦隊は總て港外の能はず
水雷に命中し港の附近に沈沒し
巡洋艦一隻も亦同じく
そして其入口に至るや

THE FIRST NEWS OF THE WAR IN JAPANESE. FACSIMILE OF THE "IIJI SHIMPO."

THE TORPEDOED "RETVISAN" LYING ACROSS THE ENTRANCE TO PORT ARTHUR.

the ship and a large number of passengers on board, the captain disobeyed. It was quite characteristic of the disorder prevailing in the Russian Fleet that no attempt was made to prevent his taking French leave; gradually the *Columbia* gathered speed, and drew away from the Russians, while, as though to hasten her departure, fragments of shells struck her, terrifying the Chinese seamen on board, so that they fell prostrate on the deck and prayed aloud. Over her sailed the Japanese projectiles, aimed at the forts, and they could be seen rolling in the air, indicating that their force was almost spent, and when they struck and burst, sending up clouds of smoke and splinters of steel and rock. As the group of ships at the



THE PANIC OF THE CHINESE ON THE "COLUMBIA."

"They fell prostrate on the deck, and prayed aloud."

harbour mouth receded in the distance, the engagement abruptly ceased. The Japanese had concluded their attack after only forty minutes firing, and were drawing off.

IN THE CHINESE MARKET AT PORT ARTHUR.

Why Togo Drew Off.

They had the Russian Fleet at their mercy if they had been able to face some risk or to imperil their precious battleships. Admiral Togo may well have looked and longed, but the danger from the Russian forts and mines was too great to be encountered with the narrow margin of advantage which Japan possessed at sea. He might have gained a stunning victory by standing close in to 2,000 yards, instead of merely skirmishing with his enemy and inflicting only slight damage, but his orders were peremptory, and probably wise, since the experience of the past is emphatic on the danger of risking ships in action with forts. Nelson at the Nile had no formidable forts to encounter when he destroyed the French fleet; he had no mine-field to fear; and behind him were powerful reserves, so that the loss of the battle would not have meant the defeat of his country.

A RUSSIAN BATTLESHIP CHASES A NEUTRAL STEAMSHIP.
A gun is fired across the bow.

In the forts little damage was done by the Japanese fire.

Effect on the Russian Forts.

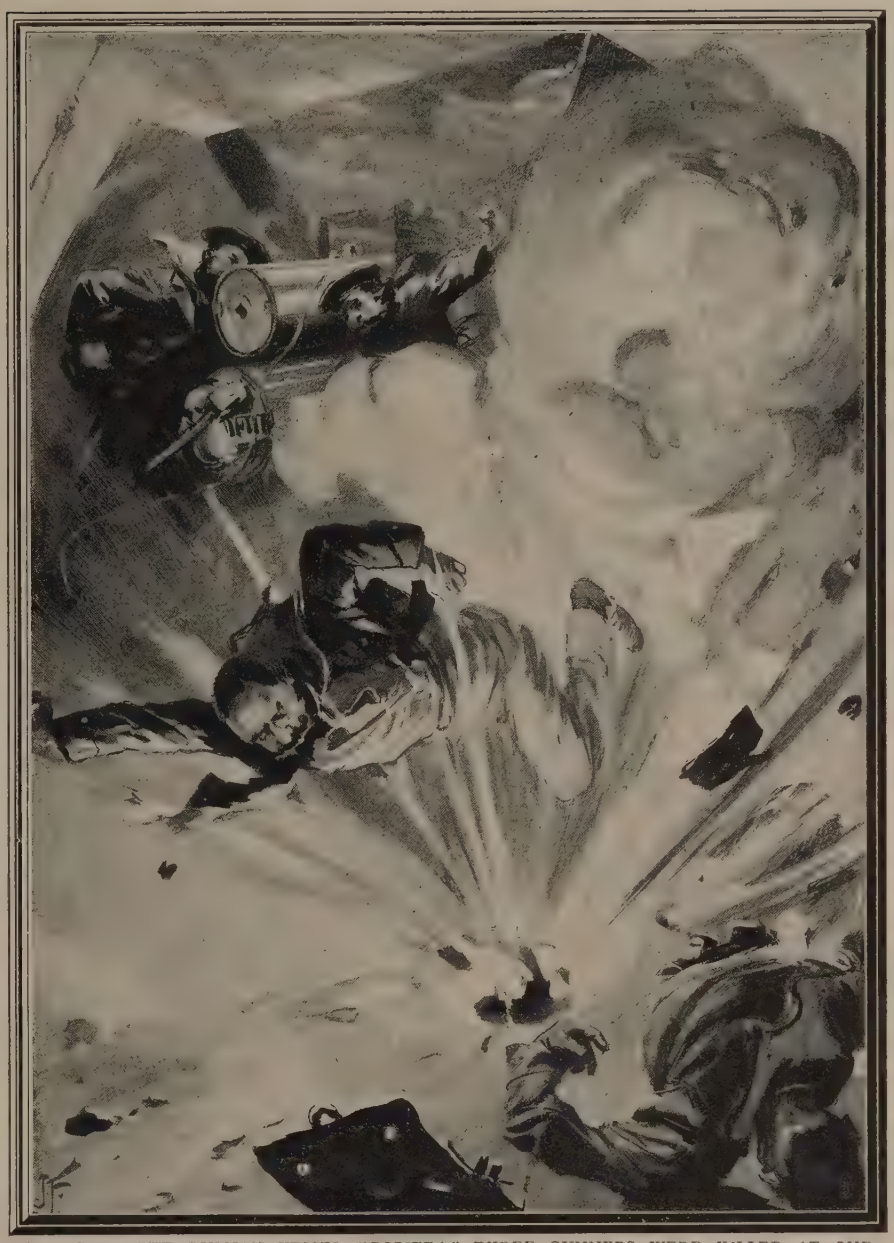
A Russian officer who watched the attack from one of the works on Golden Hill, 300 ft above the sea, gives this vivid picture of the battle at its height: "Beneath us is the Admiral's battleship, the *Peresviet*. Crash! A large column of water rises, and the wind separates the particles into spray, which the sun tints with all the colours of the rainbow. The deck of the ship is covered with water, and the men begin to swarm up over it. A second cloud of steam, and a terrible noise overhead. Crash! This time it is behind us, and there is an explosion. Another cloud We pass a terrible minute. I feel

like a man who has no weight. I ask myself, 'Have they fired accurately?' It is straight at our battery. The first shot fell short; the second was too far. The gunners who tried to find our range have split the difference, and the shell must fall in our midst. Imagine our position.

"There is smoke, steam, and dust, and I hear a groan. It comes from a soldier whose nose has been torn off by a splinter of a shell. Someone lays a hand on my shoulder, and I turn and see at my side a soldier, dead-white, with trembling lips. He tries to speak, but the tongue does not obey the will. He points with his finger, and I see what has happened.

A Shell Bursts in the Fort.

"Under the cliff we have a battery of small quickfirers to defend the forts against any disembarkation by the enemy. The uproar is at its height; the shells are bursting round us like fireworks at a festival, when there is a whistle, a hiss, a sharp ringing sound, then smoke and a smell of burning while the sand dances from the earth. In the midst of the quick-firing battery a shell bursts. One soldier is disembowelled; another is wounded in the head; and a third is screaming in a delirium of terror."



ON BOARD THE RUSSIAN VESSEL "POBIEDA" THREE GUNNERS WERE KILLED AT ONE OF THE QUICKFIRERS.

A Russian naval officer on board the *Pobieda* declares: "We were only 5,500 yards off the Japanese when the first shot was fired from the leading Japanese ship. We replied instantly. So fearful was the uproar which followed, that never before or since have I heard anything to compare with it, nor could I imagined anything so terrible. It was infernal. The shells flew over our ship, whistling and moaning like flocks of wounded birds. They burst short of us or beyond us, and threw in all directions hundreds of splinters from out of the midst of dense columns of smoke. Slowly the shells came nearer us, and began to strike us. Fifteen hit our ship; one started a fire

A Terrible Uproar.

[Copyright photo J. H. Hare.
JAPANESE SUPPLIES ARRIVING AT TOKIO STATION FOR DESPATCH TO THE FRONT.

TWO JAPANESE OFFICERS ON THE "ASAMA."

Haines photo.]

in the officers' quarters; three gunners were killed at one of our quick-firers, but fortunately most of them struck us on our armour and did not perforate it."

In battery No. 13, a gunner who was severely wounded distinguished himself by returning to his gun after his wounds had been dressed, and afterwards received the Cross of St. George for his bravery. But the losses in the batteries were not heavy. Only one man was killed and six wounded, according to the Russian report, which, probably, slightly under-estimated the casualties. One or two guns were struck and dismounted, and the forts presented a very battered appearance after the action, but they were substantially undamaged.

Damage in the Basin.

In the basin a shell fell on board a hospital-ship which was being fitted up for the Russian Fleet, but did not burst, and so caused but little damage. Another shell is said to have injured the caisson closing the entrance to the dock; in the town several Chinamen were struck and killed, yet the casualties among the Russians were few and far between. The British steamer, *Wusung*, which was

ıying right inside the harbour, was hit by numerous fragments of shell, and made an attempt to put to sea, following in this the example of the *Columbia*, which was better placed, however, since she was lying outside when the battle began. But the *Wusung* drew so heavy a fire when she came out that, fearing she would be sunk, her captain thought it wiser to return. She suffered a

IN THE FIGHTING-TOP OF THE "MIKASA."
A big shell struck the fighting-top of the "Mikasa," exploding and doing considerable damage.

considerable amount of damage, while the *Foxton Hall*, which was also inside the harbour, was hit by shell, and deserted by her Chinese crew in panic.

The loss in the Russian Fleet was not heavy, and was mainly confined to the cruisers and the *Poltava*. Twenty-two men were killed—among them no officers—and 64 men wounded, including one officer. It is probable that this figure includes the loss of the Russians in the torpedo attack of the previous night, which was seven men killed or drowned and eight wounded, most of whom died as the result of inhaling the gun-cotton fumes caused by the explosion of the torpedoes.

Loss of Life.

A BUDGET DEBATE IN THE JAPANESE PARLIAMENT.
The Finance Minister is in the Tribune, where all Members go to speak.

The damage to the Russian ships was not of a very serious description, though temporarily the *Poltava*, *Diana*, *Askold*, and *Novik* were put out of action. The *Peresviet* was struck by three shells, but while she had some casualties among her crew, she was not disabled, even temporarily. At the long range at which the fighting took place, the Japanese shells did not pierce even moderate armour, which no doubt explains why the Russian battleships did not suffer more.

CHAPTER XI.

THE JAPANESE FLEET AND THE BOMBARDMENT.

IT now remains to follow the fortune of the Japanese Fleet in the action. As their object was to draw the Russians out, they may be said to have failed, but their failure was due entirely to the inertness of their antagonists, and the battle gave the Japanese seamen immense confidence in themselves.

A Victory for the "Yellow Dwarf."

Up to this encounter there had been a lurking doubt in some minds, even among the Japanese, whether the Oriental was not inferior in some subtle manner to the Western races. The Russians might fairly argue that the torpedo affair of the previous night was not a fair test, inasmuch as in all torpedo work much depends

THE JAPANESE DIET, TOKIO.

NEWSBOYS WAITING FOR EXTRA SPECIALS IN TOKIO. [J. H. Hare photo.

upon chance and the power of surprising your enemy. But now the Russian Fleet, having a friendly port under its lee, and a powerful flotilla of destroyers at hand—which the Japanese lacked since their boats had returned to the base—had been challenged to battle in open day by a not greatly superior force of Japanese ships. The challenge had been declined, and for the first time a white race, and that one of the proudest on the face of the earth, had had to submit to the humiliation of confessing that it could not meet in combat the men whom a few hours before its officers had been deriding as "yellow dwarfs."

HOW THE "IWATE" WAS DAMAGED.

A huge projectile from the Russian forts fell in the officers' quarters astern, and, bursting, wrecked the wardroom, starting a small fire, which was easily extinguished.

THE JAPANESE BUND AND CUSTOM HOUSE, CHEMULPO.

Thus in a sense this action off Port Arthur was yet more epoch-making in the world's history than the torpedo combat, though its actual consequences in damage done were so inferior. Every one of the Russian ships injured in the fight was again at sea within four weeks; not one of the torpedoed ships had been repaired four months after the date when they were disabled. It had been thought that the Russians would at all costs take the offensive and dash forth even to destruction. "No one," Napoleon has said, "can foretell the issue of a pitched battle," and in such a resolute offensive there might at least have been some chance of so damaging the Japanese ships as to make the way smooth and easy for the voyage of the Russian Baltic Fleet to the Far East. But once again Admiral Stark proved unequal to the emergency.

An Epoch-making Action.

The Japanese ships only executed one movement at low speed across the Russian front, maintaining a distance from the forts which never was less than 6,000 yards, and, generally, was about five miles. They kept their single line formation; in the battleships the men were placed as far as possible under cover, while the big guns in the barbettes maintained a steady fire, shaking the ships from end to end at each discharge. The fleet might have been at target practice, so calmly was the attack carried out. From the tops the midshipmen gave the distance by mechanical indicators to the men in the barbettes; the hydraulic lifts brought up the huge projectiles and powder

[S. Smith photo.

THE MARQUIS ITO DRIVING TO THE EMPEROR'S PALACE AFTER HIS RETURN FROM KOREA.

charges from the depths of the magazine to the smoking breeches of the guns; faint smoke rose from the funnels as the ships ploughed through the water; and the only sign of war was that over the sea from Port Arthur came the line of splashing Russian projectiles, drawing ever nearer, as the Muscovite gunners slowly found the distance.

Splendid Japanese Firing.

One big Russian 12-in. shell fell near the ASAHI and drenched the officers on her fore-bridge, where they were watching the battle. Each vessel in the Japanese line fired for about ten minutes, so that never more than four were firing at the same time. The first Russian hit was effected when a big shell struck the

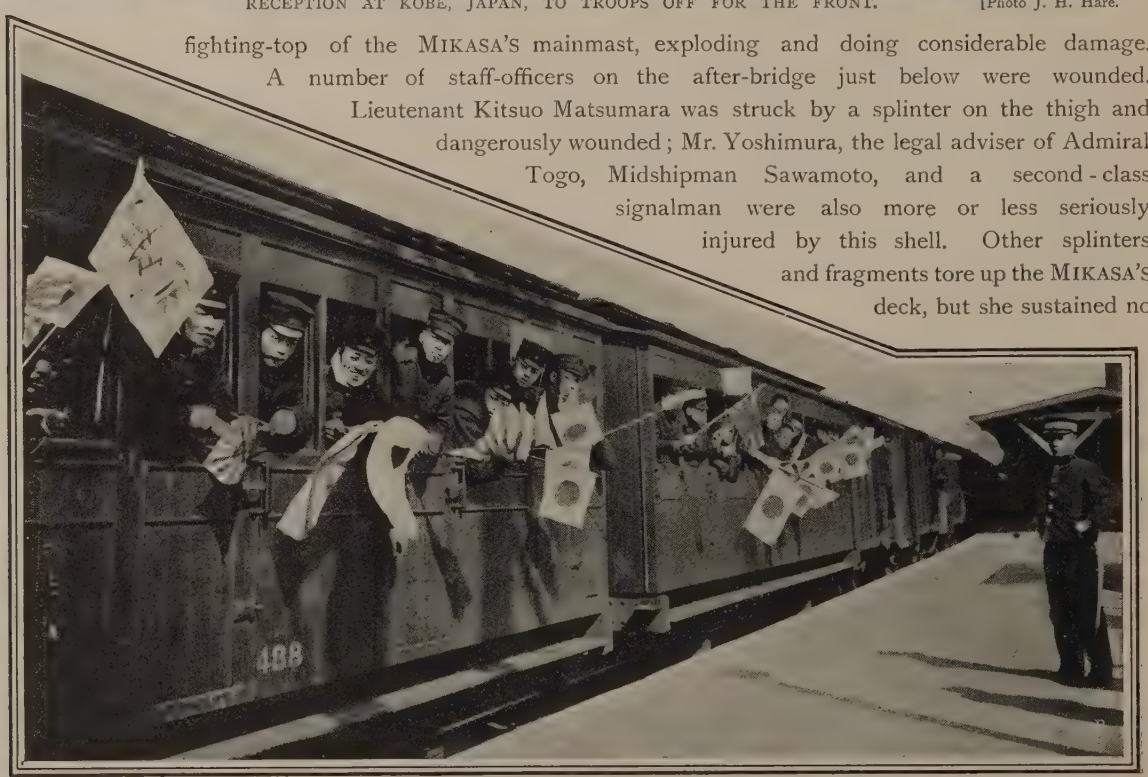
Damage to the "Mikasa."

REFUGEES FROM KOREA IN SHANGHAI. [Photo by J. A. Archibald.

JAPANESE TROOP-TRAIN CROSSING THE HANG RIVER, KOREA, ON THE SEOUL-CHEMULPO RAILWAY.

RECEPTION AT KOBE, JAPAN, TO TROOPS OFF FOR THE FRONT. [Photo J. H. Hare.

fighting-top of the MIKASA'S mainmast, exploding and doing considerable damage. A number of staff-officers on the after-bridge just below were wounded. Lieutenant Kitsuo Matsumara was struck by a splinter on the thigh and dangerously wounded; Mr. Yoshimura, the legal adviser of Admiral Togo, Midshipman Sawamoto, and a second-class signalman were also more or less seriously injured by this shell. Other splinters and fragments tore up the MIKASA'S deck, but she sustained no



[Photo J. H. Hare.

JAPANESE TROOPS EN ROUTE TO THE FRONT

[Photo R. L. Dunn.
JAPANESE SOLDIERS AS CARPENTERS ERECTING STABLES AND BARRACKS BETWEEN CHEMULPO AND SEOUL.

important injury; at the close of the action her guns and her vitals were intact, and she was as fit as ever for battle. It was noticed that few of the Russian shells exploded, and that the quality of the Muscovite ammunition seemed extremely bad.

The "Asahi," "Fuji," and "Hatsuse."

The second battleship in the line, the ASAHI, was not hit at all, and suffered no damage, even of a trivial kind. The third ship, however, the FUJI, was struck several times, once on the fore funnel, and had a comparatively heavy casualty list. Two midshipmen, Tatsuo Namura and Kan Ito, were severely wounded; a large number of warrant officers and seamen were slightly wounded, and several men were killed. Lieutenant-Commander Yamanaka was hit by a fragment of shell and killed; and the same fate befell Sub-Lieutenant Yofu Miura. The Russians had time to get her range, and seem to have concentrated their fire upon her, perhaps taking her for an armoured cruiser.

In the battleship HATSUSE, which followed fourth, Midshipman Fumio Kajimura was killed, several bluejackets were wounded, and the admiral's cabin was wrecked. The SHIKISHIMA, however, was more fortunate, though the Russians reported, and really seem to have believed, that they had sunk her. They struck her more than once and profess

[Photo R. L. Dunn.
KOREAN FUGITIVE, CARRYING HIS HOUSEHOLD EFFECTS AND CHILD, SO THAT THE SOLDIERS WILL NOT COMPEL HIM TO WORK.

to have seen dense clouds of smoke and steam escaping from her, but though she undoubtedly was injured, having, as would appear, one of her three funnels shot away, the damage was not of a grave nature, since she was again at sea in a few days. There were no serious casualties on board the YASHIMA, though she was struck.

The flagship of the armoured cruiser division, the IDZUMO, was not touched by the Russian shells. The

TYPES OF KOREANS IN NORTH KOREA. [Photo R. L. Dunn.
These are too old to work.

IWATE, however, was not quite so fortunate. A huge projectile from one of the forts fell in the officers' quarters astern and, bursting, wrecked the wardroom, starting a small fire which was easily extinguished. This part of the ship is unprotected by armour and contains nothing vital, so that the injury was not at all serious, though it rendered the ship most uncomfortable in the bitterly cold weather which was then prevailing. Several officers and men were hit by splinters and slightly wounded, among them Sub-Lieutenant Setsuo Takahashi, while watching the battle from the port of the sternmost 6-in. casemate, and Midshipman Aoki, who was in charge of one of the 12-pounders on the upper deck. The AZUMA was not hit at all, and the YAKUMO and TOKIWA sustained no damage, though they were touched by the Russian shell. The total Japanese loss in all the ships was four killed—three of whom were officers—and 54 wounded, most of the latter so slightly that it was not necessary to send them back to hospital.

Four Killed, Fifty-four Wounded.

With these small losses, and with, as he reported, the fighting value of his fleet undiminished, Admiral Togo broke off the battle, after once passing across the Russian front. His withdrawal was interpreted by the official Russian Press as an indication that he had suffered a defeat, and fabulous reports were circulated by the Russian organs in the Far East of the heavy losses in ships which he had sustained. According to the most sanguine of these reports he had lost four ships, two of them battleships or armoured cruisers, which had been seen to founder by passing Chinese junks. In actual fact there was no reason why he should have sent back any of his

Fabulous Russian Reports.

JAPANESE SAPPERS AND MINERS EN ROUTE FOR SEOUL. [Photo R. L. Dunn.

ships for repairs, but he thought it best to detach the SHIKISHIMA and the IWATE, as their presence was not urgently required, to Sasebo, to have their injuries made good. With the rest of his fleet he steamed away to his rendezvous in the islands to the east of Port Arthur, where he kept his fleet concealed, but ready to attack if the Russians should venture to sally forth.

Japanese Land in Korea.

The all-important news that the Russian Fleet had been challenged to give battle and had declined was sent to Tokio, where, however, it had been preceded by Admiral Alexeieff's official report to the effect that four Russian ships had been put out of action on the 9th. At once, on receipt of this news, steps were taken to move a large Japanese army to Korea. It had previously been intended to ship the troops to Fusan, which lies close to Japan, whence they would have had a long and painful march through Korea to Seoul and Pingyang. It was now thought safe to send them straight to Chemulpo, whence the distance to be marched was small. Thus the command of the sea, wrested by the Japanese seamen from the inert hands of the Russians, was turned instantly to account.

Further Panic in Port Arthur.

Meanwhile at Port Arthur panic prevailed. A Japanese disembarkation in great force upon the coast was expected at every moment, though only the extreme south of the Liaotong peninsula

HOW THE JAPANESE HAVE LANDED IN KOREA.
Steam-launch towing six lighters crowded with Japanese soldiers.

[Sketch (facsimile) by Melton Prior

A "HATOBA," OR LANDING-PLACE, FOR THE DEBARKATION OF JAPANESE INFANTRY AT CHINNAMPO.

was clear of ice, and even in Dalny Bay the sea was frozen thick inshore. All preparations were made with the object of removing the Russian headquarters from Port Arthur to Mukden. Wild reports that the Japanese were landing were in every mouth.

The most important task, however, was to clear the entrance to the harbour, so as to permit of the entrance of the rest of the Russian battleships, which, if left outside, would have been exposed to

[Photo R. L. Dunn.

PONTOON LANDING, HURRIEDLY BUILT BY THE JAPANESE FOR LANDING HORSES AT CHEMULPO.

THE JAPANESE ADVANCE THROUGH KOREA.

JAPANESE TROOPS ON THE MARCH. [Photo J. H. Hare.

GENERAL KUROPATKIN.
In charge of the Russian forces in Manchuria.

further torpedo attacks. The first step taken was to remove the *Tzarevitch*, as it could be seen that the injuries of the *Retvisan* were such as to prevent her being towed off without effecting preliminary repairs, for which the time was wanting. Nine tugs were brought to work on the *Tzarevitch* immediately after the battle, and finally managed to drag her afloat. Collision-mats had been placed over her wounds and hundreds of workmen were sent from the dockyard to make her watertight. She entered the harbour about 2 p.m., almost colliding with a Norwegian merchant steamer as she came in.

Clearing the Harbour Entrance.

The cruiser *Pallada* was also towed off and taken into the harbour, where her repairs were begun. Many of the Russian ships, however, were not able to enter the harbour that day, and were forced to spend the night outside. This was a signal opportunity for the Japanese had they known of it, and it was the one great chance of the war which they threw away. No doubt a second torpedo attack would have found the Russians on their guard, but even so the demoralisation in the Russian Fleet was so great, as the result of the disasters of the previous twenty-four hours, that one or two more ships might have been placed *hors de combat* with little or no loss to the Japanese.

It is probable, however, that the destroyers after the hard work of the 6th—8th were not in fit condition to go into action, because their crews needed rest. Their sufferings had been almost incredible, owing to the severity of the weather on the 7th, and the intensity of the cold, which was cruelly felt in these small craft. It was found impossible to keep the boats dry or warm, and for two days the crews had slept with snow

A Missed Opportunity.

lying deep in their bunks forward. The officers suffered scarcely less; they were few in number and were compelled to be constantly on deck in the bitter weather, repeatedly drenched by the icy seas which froze on the deck and rails; while they had also to endure the moral strain of attacking the Russian Fleet under a terrific fire. They had accomplished all that could be asked of gallant men, of accomplished seamen, and Admiral Togo's reluctance to make further demands upon them can well be understood. Moreover, a torpedo flotilla if worked too hard is apt quickly to deteriorate. Yet, when all is said, an opportunity was missed on the night of the 9th.

DRAGGING UP A BIG FORTRESS GUN AT PORT ARTHUR.
The gun was put on rails, and hauled up to its position by a number of men.

On the 10th a careful survey was made of the damaged Russian vessels. Little could be done to the *Tzarevitch* till the repairs on the ships damaged in the action of the 9th had been completed. She was allowed to remain close to the *Pallada*, in the western part of the harbour, and in nearly as bad a case, while the fallacious story was circulated by the Russians that her complete repair would only occupy a few days. This was, doubtless, intended to deceive the Japanese, but they had their own sources of information in Port Arthur, and were under no

The Damaged Russian Vessels.

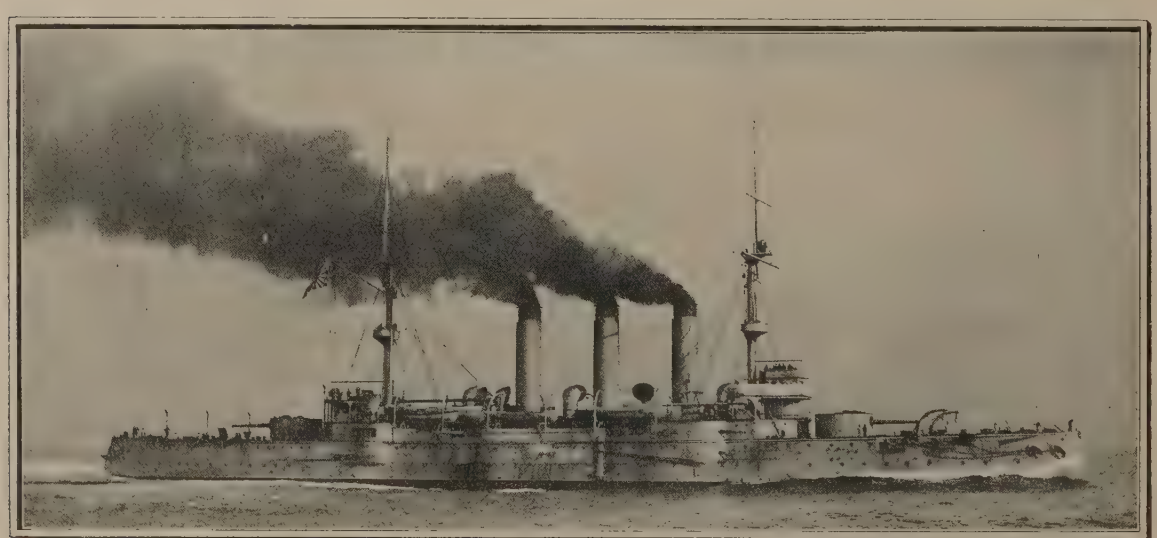
RUSSIAN TROOPS ENTERING PORT ARTHUR AFTER THEIR LONG JOURNEY OVER THE TRANS-SIBERIAN RAILWAY.

JAPANESE CAVALRYMEN LANDING AT CHEMULPO. [Photo R. L. Dunn.

delusions as to her condition. The *Retvisan* was moved somewhat by the tugs on the 10th, but she was in miserable plight, with her bows completely covered at high water, and extensive injury to her hull. The basin was crowded with ships disabled in the fighting, and it could be seen that the *Askold* had a huge hole on her water-line. There were reports that she sank shortly after the battle, but these were quite untrue. The *Novik* was docked and repaired, while the *Diana* and *Poltava* were also taken in hand.

After the bombardment the British steamer *Fuping* attempted to leave, but was not permitted to do so until the afternoon of the 10th. In the meantime, refugees in hundreds poured on board the ship—sixteen whites and 500 Chinamen—in their desperate desire to escape from this doomed city. Her captain was summoned to the office of the agents, and, before he could obtain permission to go, was compelled, under threats, to sign a promise not to disclose what had occurred. Though the Russian authorities had no right or power to extort such a promise, considerable allowance must be made in this case for them; it was vital for Russian interests that the Japanese should not be informed exactly what damage their fire had done. The war had come so suddenly that the conditions were somewhat abnormal. and the captain of a ship which enters a naval base during the period of extreme tension must be prepared to run some risks, and, perhaps, to be roughly treated. The rough treatment was forthcoming.

The Steamer "Fuping."



[Built and photographed by Sir W. G. Armstrong, Whitworth & Co.

JAPANESE CRUISER "IWATE."

A huge projectile fell into the officers' quarters and wrecked the wardroom.

As the *Fuping* left the west basin, with the British ensign flying at the main, the Russian guardship *Razboynik*, Captain Prince Lieven, without the smallest warning sent a shell whizzing over her deck, and then, without waiting, fired twice again, striking the *Fuping* forward, well above the water-line. Five Chinese on board were cruelly wounded as the result of this act; one Chinaman had his arm torn off; an unfortunate girl lost a leg; and another man had a part of his back carried away.

The *Fuping* at once stopped and returned to harbour after this incident, which revealed the disorder and demoralisation on board the Russian ships. Prince Lieven sent for the captain, but only remarked that "It was all a mistake," and that the *Fuping* might proceed to sea. On her second journey out she passed unmolested. The British steamer *Wenchow*, which had gone to Port Arthur to bring away the Japanese there, was almost as severely treated. Some two hundred Japanese were confined on board her under the eye of Russian sentinels, and were detained there without food or water. The captain could not obtain permission to sail, and it looked as though these hapless refugees would be starved to death; finally, in response to repeated appeals made to Admiral Alexeieff, a small quantity of rice and an utterly inadequate supply of water was doled out to them. Other refugees arrived at Port Arthur from Harbin in a lamentable condition, having been robbed of all their belongings by the Cossacks, and left absolutely penniless. The state of affairs on board the ship was terrible, but not until the 14th was she allowed to go.

Japanese Refugees at Port Arthur.

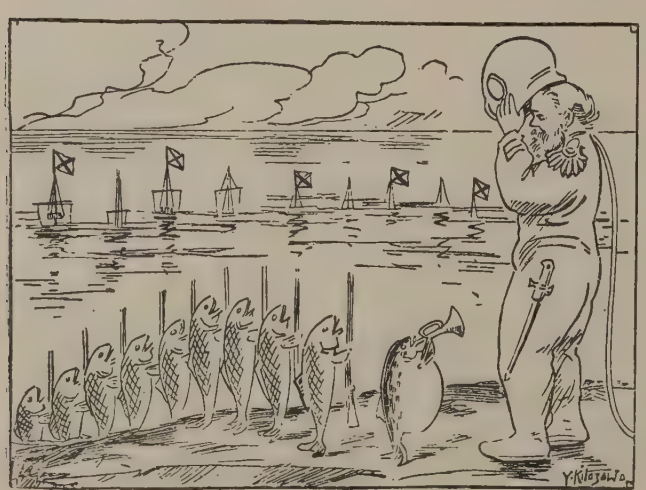
[Adelphi Press Agency.
BRONZE STATUE OF SAIGO TAKAMORI.
A famous Japanese Rebel Chief.

COSSACKS AS NAVAL SCOUTS.
At Port Arthur the Cossacks patrol the shores to give warning at the approach of the Japanese torpedo boats.

NINE TUGS WERE BROUGHT TO WORK ON THE "TZAREVITCH" IMMEDIATELY AFTER THE BATTLE, AND AFTER MUCH EFFORT SUCCEEDED IN SHIFTING HER POSITION.

One of the first results of the defeat of the Russian Fleet was the supersession of Admiral Stark. He was in bad health, and had committed the crime, unpardonable in a commander, of being worsted, yet it would appear that he was not altogether to blame for the dispositions adopted. It was Admiral Alexeieff, not Admiral Stark, who had stationed four of the best Russian ships at Vladivostock, in a position where it was almost impossible for them to join the rest of the Russian Fleet without running the risk of destruction. Admiral Stark was replaced by Admiral Makaroff, by far the boldest and most distinguished of Russian seamen. But weeks would necessarily elapse before the new commander-in-chief appeared upon the scene. Till his arrival, orders were given to the Russian Fleet not to risk further defeats at the hands of the Japanese.

Admiral Stark Superseded.



ADMIRAL MAKAROFF'S ARRIVAL AT PORT ARTHUR.
This sketch, drawn before the Admiral's death, is a Japanese skit, showing the fishes as a guard of honour, ready to conduct him to the Russian fleet beneath the sea.

At the same time General Kuropatkin, the Russian War Minister, was appointed to command the Russian forces on land. He was under no delusions as to the task to be accomplished, as he had seen something

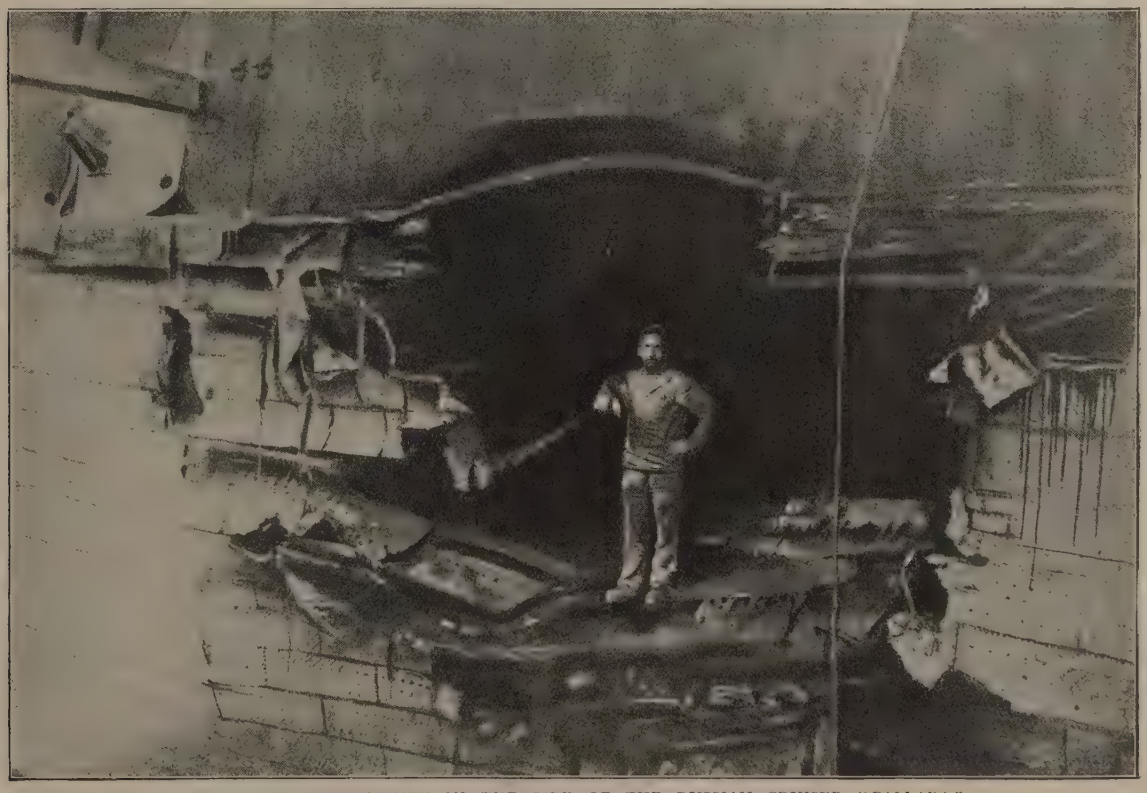
of the strength of the Japanese during his visit to the Far East in the previous year. He rebuked the generals at St. Petersburg who talked in an airy fashion of ending the campaign in a few months by marching to Tokio—which these officers seemed to have supposed could be reached by land—and there dictating a peace that would avenge the "treacherous action" of the islanders of the Far East.

General Kuropatkin Appointed.

A JAPANESE DESTROYER DEVOURING RUSSIAN SHIPS. A JAPANESE CARTOON.

The disasters of February 8 and 9 were not, however, the last by any means that the Port Arthur Fleet was destined to suffer. On February 11 the special mining transport *Yenesei* (see page 58), which was fitted for the speedy laying of mines, was despatched to Dalny, to place 400 mines in the bay there, so as to prevent the Japanese from using it for a landing. The type of mine to be laid was the electro-mechanical. These mines are steel or iron vessels, anchored to the bottom, containing a large charge of guncotton or other explosive, and are fired by an electric current generated by a battery in the mine the moment the mine is tilted, as happens when a ship runs up against it. To prevent premature explosion while the mine is being handled and placed in position, it is fitted with a circuit-breaker, which keeps the battery out of action by interposing a layer of melted sugar between the two ends of the wire that complete the circuit. So long as this sugar is dry, the mine cannot explode. When

Electro-mechanical Mines.



THE HUGE HOLE BLOWN IN THE SIDE OF THE RUSSIAN CRUISER "PALLADA."
A photograph taken after it was docked for repairs. (See page 188.)

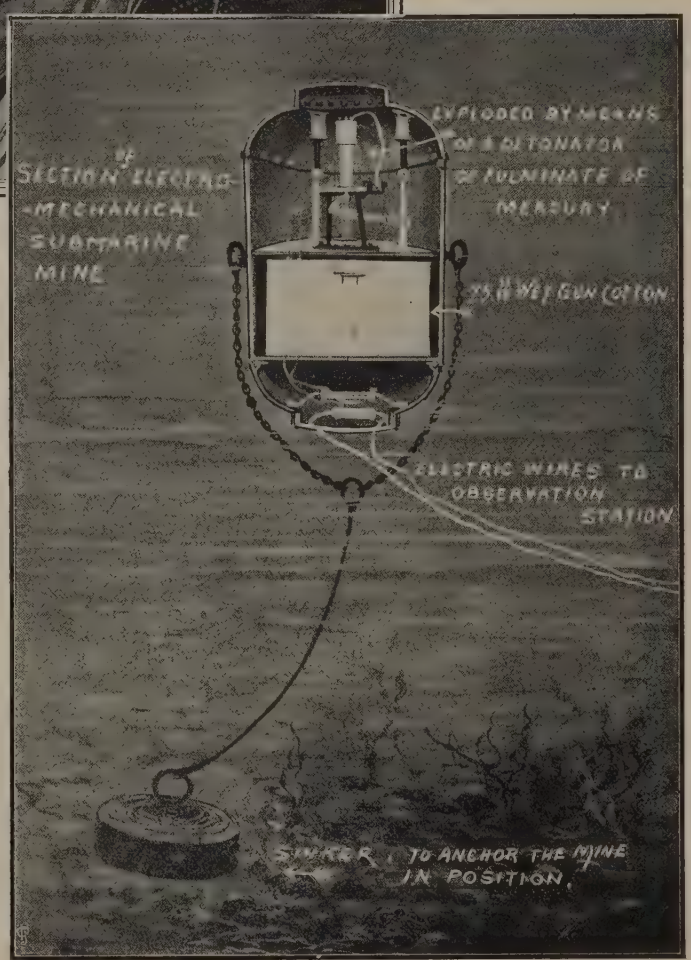
DESTRUCTION OF THE "YENESEI."
The boilers of the "Yenesei" burst when the water poured into the boiler-rooms, and there was a desperate rush of the wounded stokers and engineers for the hatchways.

pear to have been lacking among the ill-educated seamen of the Russian Fleet.

The *Yenesei*, however, proceeded to Dalny, and laid a large number of mines without misadventure, so placing the mines as to leave only a narrow and winding channel leading into the harbour. Captain Stepanoff, who was in command of the ship, had prepared the plan by which the mines were to be sown, but the report is not true that no one else in the Russian Fleet or in Dalny had any idea of what the plan was. A duplicate was in the hands of the Russian Admiral. 398 mines were placed without misadventure, and now only two more remained to be laid. The 399th was flung overboard from the special port fitted for the purpose, when, to the surprise of all on board, it came

The "Yenesei" Blown Up.

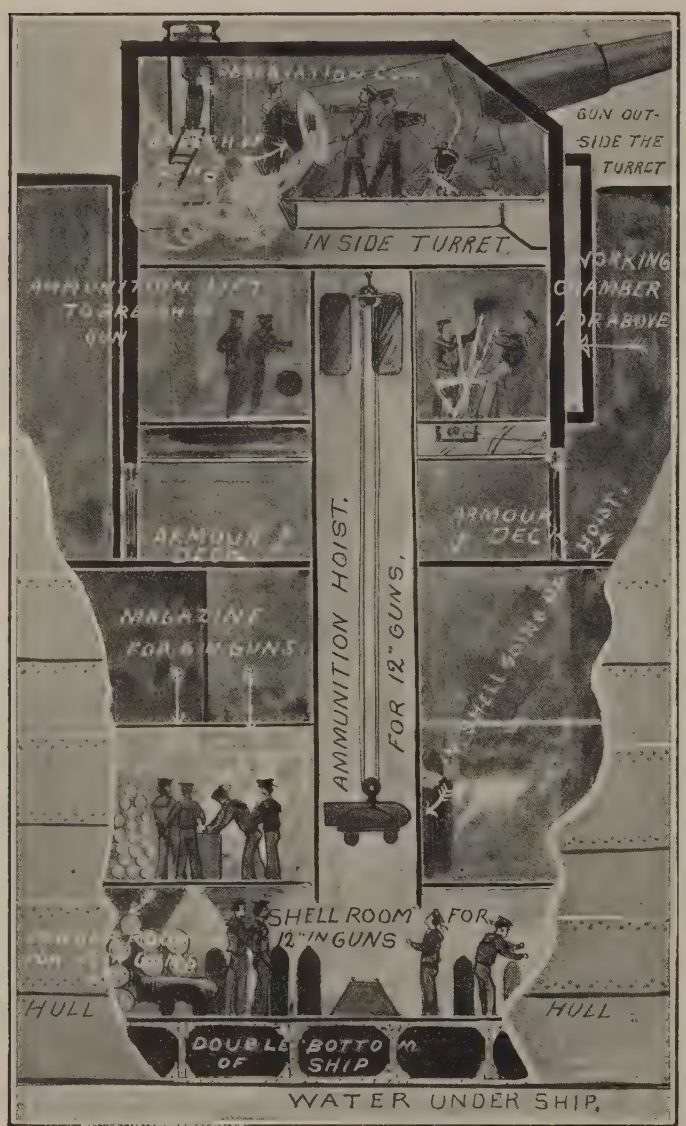
the mine is dropped into the water the sea enters the part of the mine containing the sugar, and the sugar is dissolved, whereupon the mine becomes active. With a little ingenuity the time required for the mine to become active can be varied from a few seconds to some hours. It need scarcely be added that these are extremely dangerous weapons to handle, and that to manipulate them with success experience and care are required. Such experience and care ap-


SECTION OF ELECTRO-MECHANICAL SUBMARINE MINE
EXPLODED BY MEANS OF A DETONATOR OF FULMINATE OF MERCURY
TO WET GUN COTTON
ELECTRIC WIRES TO OBSERVATION STATION
SINKER, TO ANCHOR THE MINE IN POSITION.

THE SINKING OF THE "YENESEI."

The crew behaved with the utmost gallantry. Captain Stepanoff insisted upon remaining till the last, and gave instructions that the married men were to embark first.

to the surface and floated, instead of keeping its proper depth. It had broken away from the sinker which held it down. As such a floating mine was a danger of the gravest description to ships in Dalny, Captain Stepanoff at once took steps to sink it. He opened fire on it with his light guns and discharged several rounds at it. While he was thus engaged, one of two things happened—either another mine broke away and floated near to the ship, or the ship in firing at the loose mine steamed over the mine-field which she had just laid. A man on the look-out shouted that the vessel was close to a mine and, foreseeing the inevitable catastrophe, leapt overboard. There was no time for the captain to alter his course; a second later the *Yenesei* struck the mine when a fearful explosion followed. The transport was torn open, and probably her magazines took fire, as some of the survivors spoke of a series of explosions.



AN AMMUNITION HOIST.

On the modern battleship one of the most ingenious of the contrivances is the ammunition hoist which brings up the shells from the magazine to the guns. The hollow masts are utilised for the purpose of hoists for the fighting-tops.

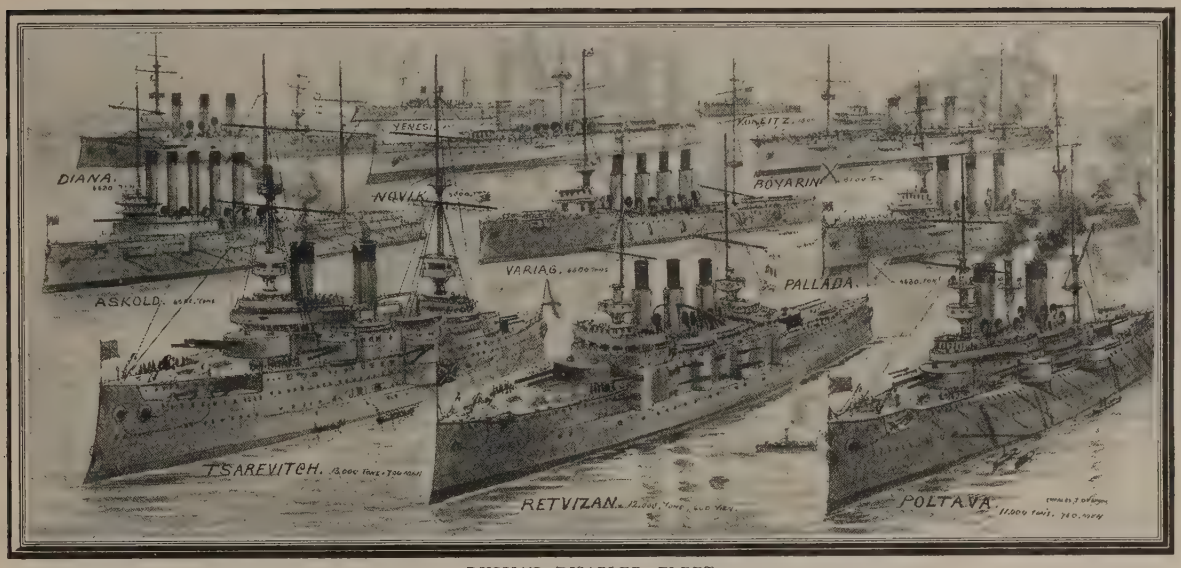
A Terrible Moment.

Most of those in the stokehold and engine-rooms perished by one of the most fearful ends conceivable. We can picture the scene below: the vessel moving slowly ahead; then suddenly the engine-room telegraphs indicating full-speed astern, to escape the mine: and, without any other warning after that, the inrush of smoke and fire and fragments of steel; the heavy trembling of the ship as her very structure dissolved; the instant bursting of the boilers as the result of the water pouring into the boiler-rooms; the desperate rush of the wounded stokers and engineers for the hatchways; and then, sweeping down on the tumult, the inpouring sea ending the battle for life.

Of the officers on the bridge, Ensign Drijenko was killed by the explosion, which was terribly violent. A midshipman was mortally wounded. A third officer, Ensign Khrouschtchev, was by their side, but was not touched. It was seen at once that the ship's side had been torn open and that she was doomed to sink, and then the terrible fact dawned upon those on board that her boat accommodation was quite inadequate. Apparently, in clearing for action during the Japanese attack on Port Arthur, she had landed some of her boats, and had not again taken them on board when she started on this mission.

A Gallant Crew.

The crew behaved with the utmost gallantry. In conformity with the rules of every great navy, Captain Stepanoff insisted upon remaining till the last, and gave instructions that the married men were to embark first. The boats after placing them ashore were to return for the rest of the crew. Before they could get back, however, the vessel disappeared in the icy depths.



RUSSIA'S DISABLED FLEET.
This sketch shows at a glance the Russian vessels lost or damaged between February 8 and 12.

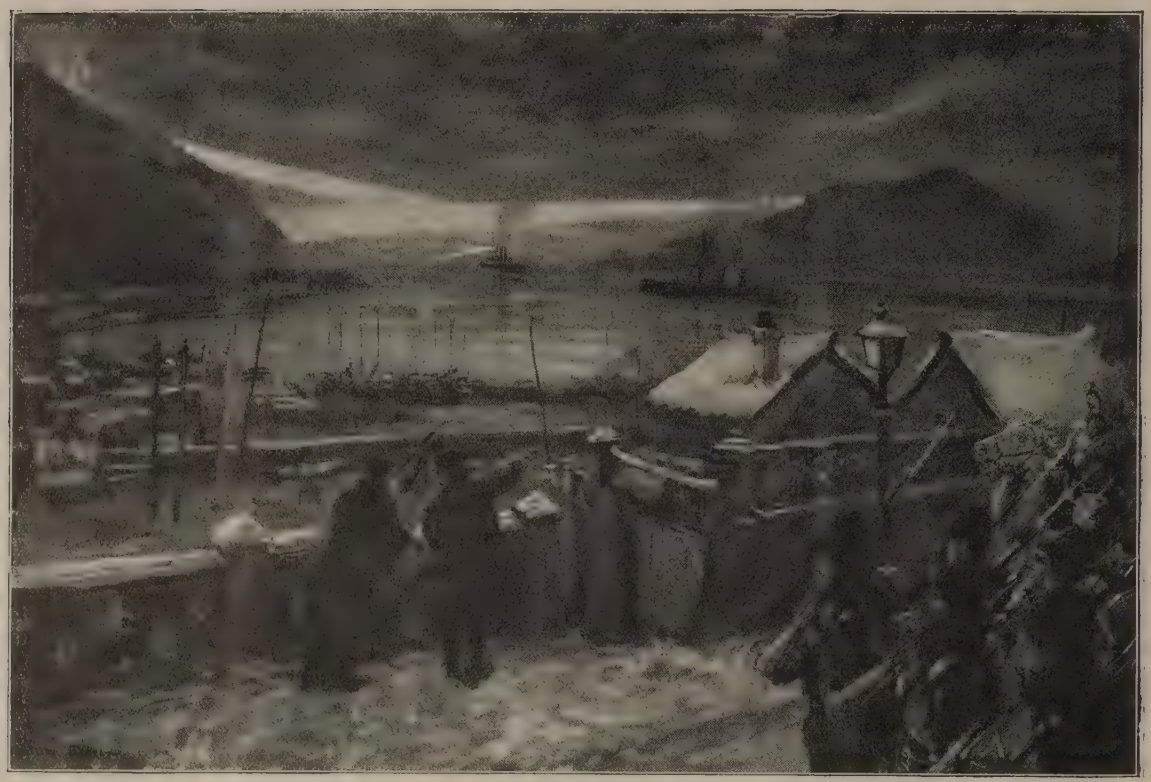
Khrouschtchev, who had remained with Stepanoff, when he saw that there was no hope, destroyed all the secret plans and papers, and then attempted with a few others to swim ashore. But the cold was so intense that, though he and one other man gained the coast, they died soon afterwards from exposure. The boats, when they returned to the place where the ship had sunk, saw nothing but a great swirl in the water.

Wreck of the "Boyarin."

Immediately after the disaster, on the morning of February 12, the small cruiser *Boyarin* was sent from Port Arthur to examine the mine-field, as it was reported from Dalny that many of the mines were breaking loose. That day the weather was extremely rough and the sea ran high. On reaching the harbour of Dalny, the *Boyarin's* crew found that it was filled with loose mines, so that the danger of approaching it was immense. The *Boyarin*, however, was on the point of entering, for the purpose of securing or destroying the loose mines, when several drifted towards her.

[Photo R. L. Dunn.

THE ONLY MARRIED MAN AT SUNAN.
He is fourteen years of age; too young to be forced to work. He clings to Japanese soldiers for food. His wife is twenty-five years of age, and has left him

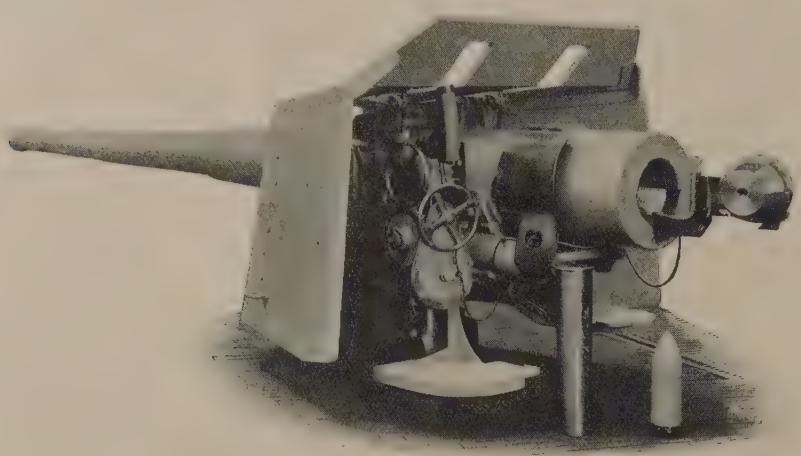


PORT ARTHUR: ALARM OF A JAPANESE ATTACK.

In her efforts to avoid them she ran upon the rocky coast, and could not be got afloat again. The wind steadily freshened to a violent gale, and she became a complete wreck, and had to be abandoned by her crew, being the second Russian vessel to be destroyed, directly or indirectly, through a mine. Her loss was a serious matter for Admiral Alexeieff. She displaced 3,200 tons, and on her trials had done 23½ knots; she carried a crew of 334, and an armament of six 4·7-in. guns, with five torpedo tubes. The other ship lost at Dalny, the *Yenesei*, was of 2,500 tons and 17 knots, with only a few light guns.

Thus, between the 8th and the 12th of February, in less than a week, the Port Arthur fleet had lost altogether, or had temporarily disabled, the battleships *Tzarevitch*, *Retvisan*, and *Poltava;* the cruisers *Variag*, *Askold Pallada*, *Diana*, *Novik*, and *Boyarin;* the gunboat *Korietz;* and the mining-ship *Yenesei*, by a succession of disasters unparalleled in the history of any navy, and, for the most part due to grave mismanagement or incapacity; and these losses had been suffered without the infliction of crippling injury upon a single Japanese ship. Without heavy reinforcements from Europe, the plight of the Russian Fleet in the Far East

A Terrible Week's Work.



[Made and photographed by Armstrong, Whitworth & Co.

6-INCH GUN, USED ON ALL THE JAPANESE BATTLESHIPS.

Showing breech open, and shield.

OFF TO THE FRONT: RUSSIAN SOLDIERS' FAREWELLS AT THE RAILWAY. [Drawn by Georges Scott.

had become desperate, and it was thenceforward unable to exercise any serious influence on the war, other than to prevent a Japanese movement towards Newchwang, which would have brought the Japanese transports past Port Arthur, within striking range of the Russian torpedo flotilla—a risk not lightly to be run.

CHAPTER XII.

THE SORTIE OF THE VLADIVOSTOCK SQUADRON, AND THE SECOND TORPEDO ATTACK ON PORT ARTHUR

IMMEDIATELY after the first Japanese torpedo attack upon the Port Arthur fleet, the Russian cruisers at Vladivostock received orders to put to sea. These ships were four in number, under the command of Commodore Reitzenstein, consisting of the great armoured cruiser *Gromovoi*, the belted cruisers *Rossia* and *Kurik*, and the protected cruiser *Bogatyr*. They carried a very large

The Vladivostock Ships.

BISHOP NICOLAI, HEAD OF THE RUSSIAN GREEK CHURCH IN JAPAN, AND HIS JAPANESE INTERPRETER
The Bishop is the only Russian now in Japan.

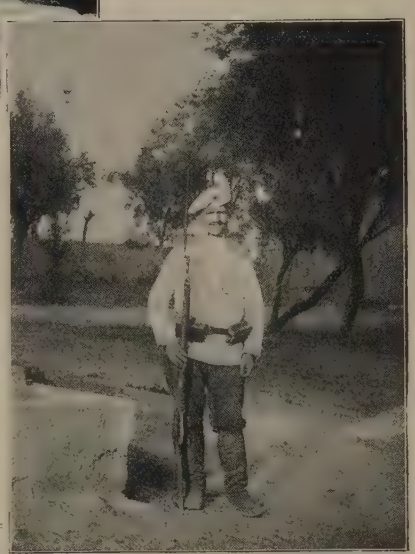
RUSSIAN STAFF OFFICER PATROLLING THE TRANS-SIBERIAN RAILWAY TO RECEIVE REPORTS.

These bicycles are used by the gendarmerie of the Russian railways on tours of inspection.

the Korea Straits, now that the Japanese Navy commanded the sea, would have brought almost inevitable defeat and disaster. Moreover, if the Russians moved in that direction, they must either repair to Port Arthur or to some neutral port, supposing they succeeded in passing the straits and eluding the keen vigilance of Admiral Togo. But at Port Arthur there was no room for them, and if they had put in to any neutral harbour, they must have been detained there till the close of the war.

The prospects of the squadron were thus not bright, nor could it hope to exercise any substantial influence on the course of events. We have already noticed the fact that its detachment was a blunder of the first magnitude committed by Admiral Alexeieff. supply of coal in their bunkers. and had shipped an additional cargo on their decks, so as to be able to proceed as great a distance as possible without re-coaling. What orders were issued to them remains to this hour uncertain, but it is probable that they were instructed merely to make a demonstration against the Japanese seaboard, to harry Japanese commerce, and, in particular, to bombard Hakodate.

To escape from the Japan Sea, in which they were confined as in a huge cage was practically impossible. The La Perouse Straits to the north were still frozen hard; the Tsugaru Straits between the Japanese islands of Nippon and Yezo were known to have been carefully mined, so that their passage would have been a most perilous undertaking; while to steam south by



A RUSSIAN INFANTRY SOLDIER.

[N. P. Edwards photo.

THE RAILWAY STATION AT HARBIN, THE RUSSIAN HEADQUARTERS IN MANCHURIA.

Alexeieff's Blunder.

On February 9, the boom of three guns announced to the inhabitants of the Russian port the opening of the war, and at the same time served as the signal for the mobilisation of the army corps of the Amur, which had its headquarters at Vladivostock. That same day the Russian cruisers put to sea, passing out of the harbour by the channel which had been cleared by the ice-breakers of the port. They shaped their course for the Tsugaru Straits, distant 420 nautical miles from Vladivostock, and then, from the western entrance to these straits, turned somewhat to the south. The weather was thick and foggy, with a violent gale blowing from the south-east, before which icy waves raced over the surface of the gloomy sea. When off Cape Henashi, at the south-western entrance to the straits, at 11.30 a.m. of February 11, they suddenly sighted through the fog a little ship painfully steaming north at a speed of about six knots.

HOW RUSSIAN SOLDIERS TRAVEL TO THE FRONT ON THE SIBERIAN RAILWAY.

They travel in what may be called horseboxes, only four per cent. of which contain stoves. Each truck has forty men. The shelves will sleep ten men, while the rest lie on the floor.

EAST GATE OF THE SACRED CITY OF MUKDEN, THE RUSSIAN HEADQUARTERS.

Attack on Japanese Steamers.

This vessel was the small Japanese coasting steamer of 1,084 tons, NAKANOURA MARU, built in 1865, and on a voyage north from Sakata to Otaru. She carried a cargo of 10,000 bales of rice, with a quantity of rope, and had on board a crew of 39 officers and men, and four passengers. She was close upon the Russian ships before she could discover their identity, and escape was of course out of the question, owing to her very low speed. Almost at the same moment another and yet smaller Japanese vessel hove into view, the ZENSHO MARU, of 310 tons, engaged in the coasting trade between the two large Japanese islands. The ZENSHO MARU, however, fortunately for herself, was nearer to the coast, and a little faster, so that she was able to make a run for freedom, and, though she was fired at, she succeeded in making her escape, and bringing news of the fate of the NAKANOURA MARU.

A Bad Incident.

The Russians at once signalled to the NAKANOURA: "Follow us, and all will be well!" emphasising their order with a blank shot from the *Gromovoi*. The great Russian cruiser then steamed in closer, and gave a second order: "Abandon your ship at once!" and next, as the NAKANOURA did not show any intention of complying with this command, a third injunction: "Leave your ship within fifteen minutes!" On this the NAKANOURA'S captain, supposing that it was the intention of the Russians to turn him adrift in a small boat in heavy weather replied with the request that the Russians would take him and his men on board. He ordered his crew to take to the boats. Passengers and men, when first the Russians appeared, had fallen in on deck ready for whatever might happen. The *Gromovoi* replied to this appeal with the signal: "We are going to rescue you."

Sinking the "Nakanoura."

The signal must have been meant ironically, for the moment it had been hoisted the four big Russian cruisers steamed round and round the NAKANOURA, firing at her water-line. Their shells caused two casualties as the boats were being lowered; two seamen were hit, fell into the sea, and were drowned. It was a quite needless piece of brutality, as the Russians had the vessel completely at their mercy. The other occupants of the boats had the narrowest

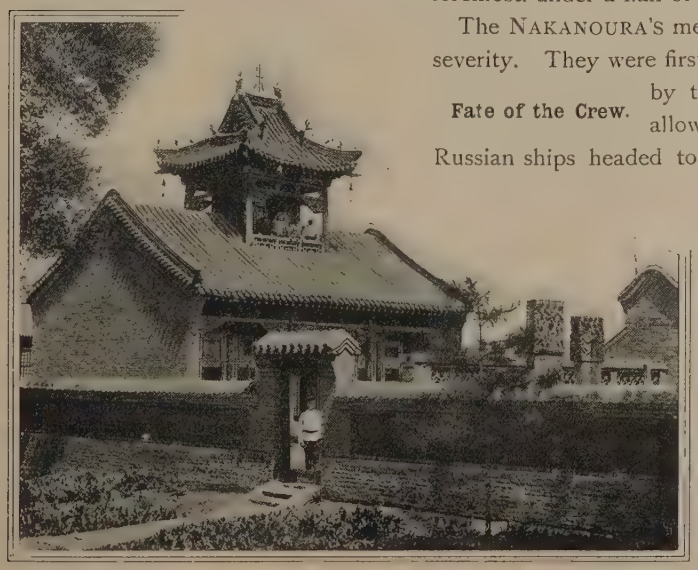
THE RAILWAY STATION OUTSIDE MUKDEN, GENERAL KUROPATKIN'S HEADQUARTERS

RUSSIAN TRANSPORT IN MANCHURIA. [Drawn by Georges Scott, from a photo.

of escapes. The boats made for the shore, as the Japanese imagined that the Russian intention was to kill them, but the cruisers steamed after them, fired at them, and compelled them to return. Finally, in despair, they rowed to the *Gromovoi*, on board which vessel they were taken, the captain and crew being placed in confinement in one cabin, and the passengers in another. The NAKANOURA went down slowly, stern foremost, under a hail of Russian shells.

Fate of the Crew.

The NAKANOURA'S men were treated with great and unnecessary severity. They were first searched and relieved of all their valuables by the Russian seamen. For food they were allowed nothing but black bread and tea. The Russian ships headed towards the entrance of the Tsugaru Straits, intending, as would appear, to bombard the strongly fortified port of Hakodate, but then, thinking better of such an enterprise, and meeting a terrific snow-storm, in the face of which they could scarcely make any progress, turned away to the west-south-west. They were sighted off Kashiwazaki, in the south of Nippon, but the ZENSHO MARU had given the alarm, and no more Japanese ships were to be seen at sea. From this point they turned north-westwards and stood across to the harbour of Port Chestakoff, in Eastern Korea, again



[Topical Press.

A CHINESE TEMPLE IN MANCHURIA, NOW IN THE OCCUPATION OF RUSSIAN TROOPS.

[Drawn by W. B. Wollen.
RUSSIAN TROOPS EN ROUTE TO VLADIVOSTOCK.

without encountering any Japanese vessels, and thence returned to Vladivostock on the 14th.

Their raid had no effect whatever upon the course of the war, and inflicted only the most insignificant damage upon the Japanese. On reaching the Russian base, the prisoners were landed and locked in a filthy room, but otherwise they were kindly treated, and the Russian Government paid their passage home in a neutral vessel which happened to be lying in Vladivostock harbour. The Russian ships suffered some small damage at sea in the heavy weather. The only result of these operations was that the Japanese took greater care in sending their small merchantmen to sea, and moved certain of their older warships, which could best be spared, round to the West Coast of Japan. But as yet they made no attempt to settle with the Vladivostock ships, wisely concentrating all their efforts upon their task at Port Arthur.

The Russians at Port Arthur appear to have remained in a very demoralised state for some days after the battle of the 9th. Neutral ships, which anchored in the harbour with cargoes of coal, were fired upon by the Russian batteries on the 11th, in much the same manner as was the *Fuping*. The firing produced the general impression that another Japanese attack was in progress, and a Russian battleship lying in the roads was struck by projectiles from the forts, and had a narrow escape from severe injury. The German ship *Pronto* was hit by four shells close to the water-line, and had more shots through her boats, ventilators and skylights, while her mainmast-top was carried away. The *Chingping*, another German vessel, was hit about ten times. shells from the forts dropping all round her, so that her crew supposed she was being made the target of the Japanese; and then she had as narrow an escape from the mines at Dalny, whither she was sent by the Russians, on the day following the *Yenesei* catastrophe. That harbour was almost inaccessible, owing to the drifting mines, but the Russians, with a touch of grim humour, utilised it for neutrals, who were allowed to take its dreadful risks.

Danger to Neutral Ships.

[Adelphi Press Agency.
AN OLD WATCH TOWER AT TOKIO, IN WHICH A MAN USED TO BE STATIONED DAY AND NIGHT.

A Second Torpedo Attack.

Meantime, Admiral Togo nad determined to stir up the Russians once more by a fresh torpedo attack. The destroyers selected for the duty were the Fourth and Fifth Divisions, composed—the Fourth Division of the SHINONOME, YUGIRI, SHIRANUI, and KAGERO, and the Fifth of the HAYATORI, MURASAME, ASAGIRI, and HARUSAME. These two divisions had not been under fire in the first attack on Port Arthur, but had been engaged that night in searching Dalny Harbour. Having issued his orders to the boats, which were to attack on the night of February 13-14, Admiral Togo proceeded to Mokpo with the bulk of his fleet, leaving only the fast cruiser squadron to support the attack, as there was very small probability of the Russians venturing to put to sea after the severe punishment they had received.

The eight boats were under the orders of Captain Nagai, a veteran of the heroic attacks delivered by

THE VLADIVOSTOCK FLEET PASSING OUT OF THE CHANNEL WHICH HAD BEEN CLEARED BY THE ICEBREAKERS OF THE PORT.

the Japanese torpedo boats upon the Chinese battleships at Wei-hai-wei. Unfortunately, on the 13th the weather, which had been continuously bad in the Yellow Sea and Gulf of Korea from the very beginning of the war, became worse than ever. The cold was intense; the sea ran mountains high, and a furious snow blizzard raged. This was the same gale as helped to complete the wreck of the *Boyarin*, so that it worked good as well as harm for the Japanese.

Destroyers in a Blizzard.

Leaving their rendezvous in the dusk of the evening of the 13th, the eight boats speedily lost touch of one another. The screened stern-lights were hard to see through the storm, and when once lost to view, there was little or no chance of re-discovering them. The obscurity was such that it was impossible to see more than a few feet ahead. Swept from stem to stern at each moment by the waves, now lost in the trough of the sea, now riding on the crest, with racing screws emerging from the foam, the eight boats sped on their way. Their task on this occasion, however, was far harder than it had been on the night of the

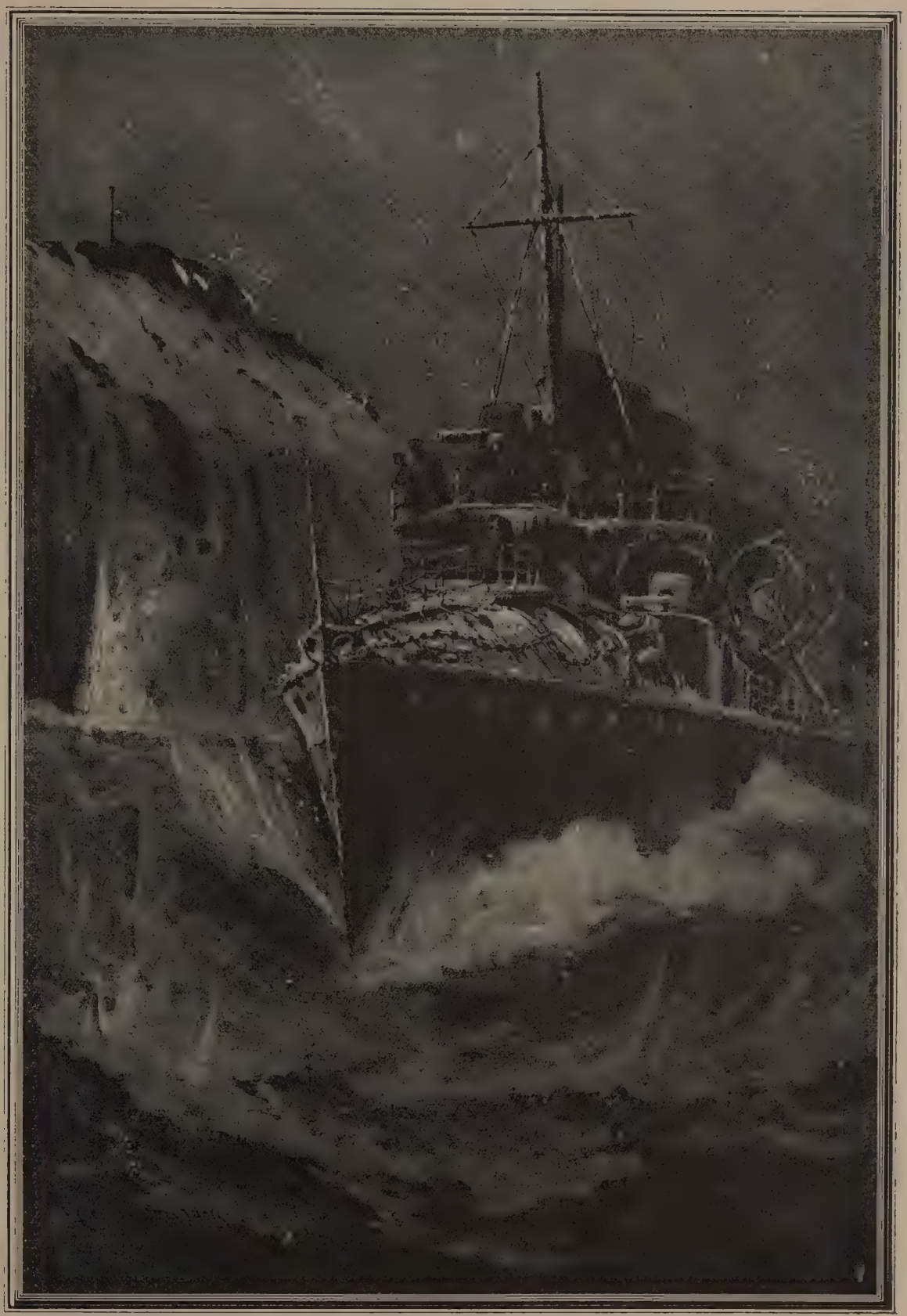
THE SINKING OF THE JAPANESE MERCHANTMAN "NAKANOURA MARU" BY THE RUSSIAN CRUISERS.
Four cruisers of the Vladivostock Fleet attacked two little merchantmen. The smaller one escaped; but the "Nakanoura Maru" was sunk.

8th. The Russians, warned by calamity, had taken the precaution of extinguishing all lights at Port Arthur at dusk, so that even on a fairly clear night it was not easy for small craft to make the harbour. With a tremendous gale and snowstorm raging even the finest seamen might be found at fault. Four of the boats in the two divisions missed the coast altogether, or found themselves at a considerable distance from Port Arthur. Two others, one of them the KAGERO, suddenly heard ahead, through the blackness of the night, the heavy booming of the breakers on the iron-bound coast as they were tearing through the sea. The instant reversal of their engines saved them from a terrible catastrophe, at the risk of severe strains to their machinery and hull. They found it impossible to execute their mission, not knowing where they were, and had, perforce, to return to the rendezvous.

The "Asagiri's" Pluck.

Of the eight boats, only two reached the harbour, and these two made two different and distinct attacks, separated by a considerable interval of time. The ASAGIRI stood forward into the very entrance of the harbour in the impenetrable gloom. Before her, above her, frowned the precipices fringed with batteries; the air was thick with clouds of snow. "A premature explosion, the incautious exposure of a lamp, would spoil all and bring death nearer than glory. In she crept, silently,

THE ARMOURED CRUISER "RURIK," 10,950 TONS.
Launched 1892; 19·5 knots. It has a crew of 768.



THE "ASAGIRI" STOOD INTO THE VERY ENTRANCE OF THE HARBOUR IN THE IMPENETRABLE GLOOM.

No. XI. Above her frowned the precipices, fringed with batteries. The air was thick with clouds of snow.

JAPANESE TORPEDO-BOAT DESTROYER "SHINONOME,"
Built by Thorneycroft, Chiswick, which took part in the first attack on Port Arthur.

gropingly, until the half-frozen look-out man descried the black masses that must be the enemy. Quiet orders. Stealthy preparations. A vivid crack in the Cimmerian darkness, a breathless pause, and then, where the shadow was, a flaming, exaggerated obelisk of fire and smoke, and a din to make a boiler-factory ashamed of itself."

The ASAGIRI, under a heavy fire from the Russian guns, launched a torpedo at the dim form of a Russian ship, and saw the torpedo, as her men thought, explode; then tore away through the night; as she fled, exchanging fire with a Russian launch which appeared at the harbour mouth as soon as the alarm was given, and sinking it. According to Japanese accounts, a number of Russian destroyers at the harbour entrance, amidst the confusion of the attack, with searchlights playing in all directions and guns firing wildly out into the night, opened fire upon one another and did themselves considerable harm. In view of the wild manner in which the guns of the forts fired at neutral ships on the 11th, the statement is not at all improbable. The ASAGIRI'S attack was delivered at three in the morning of the 14th, after which her captain, Commander Isakawa, steamed away to the rendezvous.

THE INVENTOR OF THE SHIMOSE GUNPOWDER: DR. SHIMOSE.

The HAYATORI, Commander Takanouchi, was the other Japanese destroyer to reach Port Arthur. She arrived upon the scene two hours after the retreat of the ASAGIRI, having seen nothing of her or of the other Japanese boats, and was, in consequence, ignorant of the fact that one attack had already been delivered. She steamed in, greeted by a heavy fire as soon as she drew near to the fortress; but, passing unscathed through a storm of projectiles, which probably were not aimed at her, since she does not seem even to have been seen by the Russians, she neared a point at the harbour entrance, where a cruiser was lying. At this cruiser she fired one torpedo, and observed, beyond possibility of doubt, that the torpedo had exploded. Then she also fled and left the Russians busy at their guns, cannonading the emptiness of night.

COMMANDER OF THE "BAYAN."
CAPTAIN VIREN

The "Hayatori's" Exploit.

What Russian vessels were injured on this occasion remains uncertain. It is possible that the torpedoes exploded

LIEUTENANT TADEO HIROSE.

against the rocks in the harbour entrance and so did not really hit the target. The night was so dark and the storm so violent, that at 500 yards, the range to which the two Japanese destroyers closed, accurate observation was difficult. But the Japanese officers were absolutely convinced that they had done some damage, and it may be that they were right, and that they sank one of the smaller Russian gunboats. At the time the *Bayan* was mentioned as the ship which had been put out of action, but as she was seen at sea only a few days later, this was clearly impossible. The

Doubtful Results.

TORPEDO-BOATS MAKING FOR PORT ARTHUR, FEBRUARY 13.
They were swept from stem to stern at each moment by waves. A tremendous gale and snowstorm were raging.

Boyarin was afterwards claimed, but in her case there is good evidence to show that she had been previously wrecked at Dalny. The Russians denied absolutely that any of their vessels had been touched, yet, as they asserted that there had not been any torpedo attack and in the same breath claimed to have sunk a Japanese torpedo-boat, the wreck of which was afterwards found in the harbour, the denial was not convincing. It is even likely that the supposed Japanese torpedo-boat was really the Russian launch sunk by the ASAGIRI. The Japanese cruisers appeared off the harbour after the dawn of day, and discharged a few shells at the Russian ships inside, one of which struck the Volunteer cruiser *Kazan*, lying in the harbour, causing a fire on board her, which, however, was extinguished without any great difficulty.

The second torpedo attack was therefore unsatisfactory, in that no important Russian ship was disabled; but this was mainly due to the fact that the Russian Fleet was inside the harbour, so that there was nothing for the boats to hit. But, as a test of endurance and seamanship, the second attack made even severer demands upon the heroism of the destroyer crews than the first, and the officers and men of the ASAGIRI and HAYATORI deserve the warmest praise for their energy and

A Brilliant Feat.

THE CZAR RECEIVING THE SURVIVORS OF CHEMULPO OUTSIDE THE WINTER PALACE, ST. PETERSBURG.

persistence. It was a brilliant feat to have navigated these two boats to Port Arthur, and to have brought them away without misadventure, when the decks and rails were covered with a coating of ice, and when the salt sea froze as it splashed upon their upper works, rendering the handling of the torpedoes and torpedo tubes a matter of the utmost difficulty. Officers and men were in constant peril of being frozen to death, while the knocking about of the boats in the heavy sea prevented them from obtaining proper rest or cooked meals. The destroyers returned to their base, and were given a rest before being again employed in action.

CHAPTER XIII.

THE FIRST ATTEMPT TO BLOCK PORT ARTHUR HARBOUR.

As the entire Russian Fleet was now inside the harbour, showing no intention as yet of coming out, Admiral Togo determined to put into practice a new stratagem for its discomfiture. The entrance to the

A JAPANESE JOKE: ADMIRAL ALEXEIEFF INSPECTS THE SUNKEN WARSHIPS, AND REPORTS "SLIGHT DAMAGE."

[Adelphi Press.
THE GRAND DUCHESS OLGA OF RUSSIA, WHO HAS GONE TO THE FRONT TO NURSE THE WOUNDED.

for the work by filling them with cement and old iron rails. A number of small charges of explosive were placed in the bottom of the hulls, so that when fired the water would be instantly admitted and the ships would sink.

Splendid Volunteers.

The vessels selected for this attempt were the TENSHIN MARU, of 2,943 tons; JINSENMARU, of 2,332 tons; HOKOKU MARU, of 2,776 tons; BUSHU MARU, of 1,245 tons; and BUYO MARU, of 1,163 tons. They were all old iron vessels of eight to ten knots speed, and on board each was placed an executive officer, an engineer, and ten to fifteen stokers and seamen. When volunteers for this purpose were called for from the Fleet by Admiral Togo nearly the whole personnel of his squadron applied for

Togo's Stratagem.

harbour was so exceedingly narrow that if the Japanese could sink one or two ships right in the channel, they would block it until the wrecks of the ships could be removed, and such removal must obviously be a matter of time and trouble, diverting the Russians from the repair of their damaged vessels. A similar attempt had been made by Admiral Sampson in the Spanish-American War, under similar conditions, to close the entrance to Santiago harbour, and thus shut in the Spanish Fleet. In that instance the plan failed, mainly because the ship sunk was not properly equipped and prepared. In yet earlier days the United States Navy during the American Civil War had attempted to close one of the Southern harbours by sinking fourteen schooners laden with stone in the channel, while in the Napoleonic war the British Government meditated executing a similar design against Brest. The Japanese determined to make their attempt on a considerable scale, and selecting five small steamers, prepared them

PHOTOGRAPHING THE WOUNDED ON THE "ASAHI."
The man wrapped in a mat was so placed that he might be photographed.

ONE OF THE JAPANESE ROYAL PRINCES SHARING THE SAILORS' MEAL ON BOARD A WARSHIP.

the honour, many of the officers and men, after the old Samurai fashion, writing their applications in their own blood. The crews selected were the very pick of the Fleet, among the officers being Lieutenant Hirose, of the ASAHI, by common consent among all who had met him, whether Japanese or foreigners, a man marked out by his accomplishments and his magnificent courage for the highest command. He had been naval attaché to the Japanese Legation in Russia, where he had made many friends, and acquired a deep admiration and respect for the Russian character. In the war he had already rendered Admiral Togo the greatest service by working out the Russian cypher an interpreting the Russian signals. Not less brave or able was Commander Arima, who was given charge of the expedition. The upper decks of the Japanese ships were laden with coal drenched in petroleum, perhaps with the object of destroying the *Retvisan*, which still lay hard and fast at the

RUSSIAN TORPEDO-BOAT NO. 106.

THE FIRST ATTEMPT TO BLOCK PORT ARTHUR HARBOUR.

"Five steamers were sent in filled with cement and old iron rails. These explosion-ships were disguised to represent battleships by rigging extra canvas funnels and fitting sham tops to the masts."

"HOBSONS" WHO TRIED TO BLOCK PORT ARTHUR, FEBRUARY 24.

These officers, from left to right, are: Lieutenant Saito, who commanded the hulk "Jinsen Maru" (2,331 tons and twenty-seven years old); and Lieutenant Masaki, who commanded the "Buyo Maru" (1,163 tons).

harbour mouth, after they had been placed in the channel, and sunk till only the upper portion of their hulls stood above the water.

The Explosion Ships.

Accompanying the steamers were five torpedo-boats, charged with the duty of rescuing the officers and men on board the explosion-vessels when these had done their work. In advance of them were four destroyers, to make certain that the roads outside the harbour entrance were clear of Russian ships. The orders to the explosion-ships were to creep along the coast from the southwards, after first making the Laotishan promontory, from this point keeping within the heavy shadow of the cliffs. It was afterwards thought that the better course would have been to make a bold dash for the harbour mouth, steaming in from the open sea. The night of February 23-24 was chosen for the attempt; the vessels were to wait till the moon had set, and then make their rush. To mislead the Russians and induce them to co-operate in the sinking of the vessels, the explosion-ships were disguised to represent battleships by rigging extra canvas funnels and fitting sham tops to the masts.

The Fleet steamed to Port Arthur from the secret rendezvous in the islands to the east of the Russian fortress, and, as night came on, was off the harbour, with no lights showing. The destroyers carried out a reconnaissance and reported the roads clear of shipping. They are said to have fired a torpedo at a Russian ship, but of this there is no authentic evidence. About 2.30 a.m. of the 24th

Discovered!

the Russian sentries, looking out to sea, perceived a black mass upon the horizon. The alarm was given; shots were fired; and the searchlights swept the surface of the water with their beams. They picked up this black mass, as it came on slowly, in absolute silence and darkness. In the glare of the projector-beams it was resolved into five ships, steaming straight towards the *Retvisan* and the mouth of the harbour. Forthwith the whole of the forts and the batteries opened a tremendous fire—12-in. and 6-in. guns and the smaller quick-firers pouring in their projectiles with the utmost rapidity—upon the silent targets, which were taken in the blaze of the searchlights for battle-ships attempting to force a way into Port Arthur, and to ram the *Retvisan*. The *Retvisan* was specially active with her battery, which could play full on the approaching craft. The air was alive with shells; an infernal uproar disturbed the calm of night.

Through the rain of shells, which at first went wide of the mark, with the most magnificent courage and persistence the Japanese took their old steamers in. They carried their lives in their hands; few, if any, of the officers and men looked to escape; they regarded themselves as men already lost to the world. The TENSHIN MARU led the way, and

A LIEUTENANT WHO WAS KILLED.

Lieutenant Miura (born 1878), who was killed in the first battle of Port Arthur, was of Samurai rank, and graduated in December, 1903. He was a great favourite with his messmates.

THE ATTEMPT TO BLOCK THE HARBOUR MOUTH OF PORT ARTHUR.
Destruction of the Japanese fireships.

was the first to be disabled. When a long distance from the entrance either she was struck by a Russian shell, or the officer in charge of the wheel was dazzled by the glare of the searchlights, playing right upon his face and blinding him, as she ran ashore on the rocks, and blew up. Seeing that she had completely missed the entrance, the other four vessels altered course, so as to steer rather to the north-east, but almost as soon as they changed their direction,

Three Ships Disabled.

JAPANESE "HOBSONS" WHO TRIED TO BLOCK PORT ARTHUR WITH FIVE HULKS, FEBRUARY 24.

Captain Y. Arima, was in charge of the "Tenshin Maru" (2,943 tons and seventeen years old). He is the chief of the "Resolve-to-die" party.

Engineer Kurita drove the "Hokoku Maru" (2,766 tons and thirty-four years old) ashore at Port Arthur, and escaped safely to the torpedo flotilla.

and-Lieutenant-Engineer Oishi (son of a late Minister of Commerce), was on board the hulk "Buyo Maru" (1,163 tons), and escaped.

the BUSHU MARU was hit in her steering-gear, and, becoming unmanageable, ran aground not far from the TENSHIN MARU, when her crew set her on fire and took to their boats. Some of them were picked up by the torpedo craft which had been told off to effect the rescue; others missed the torpedo flotilla and made for Chifu. The third ship, BUYO MARU, was struck by shells on the water-line, and began to leak. While she was still more than a mile from the entrance, her crew felt the vessel foundering beneath them, and were compelled to take to their boats, but not before they had lighted the fuses to complete her destruction.

COMMANDER YAMANAKA.

One of the seventy-seven officers and men (including sixty-one engineers) who volunteered for the dangerous task of sinking the hulks at Port Arthur on February 24.

Of the five ships which had steamed in to make the attempt, three were already gone long before the entrance had been reached. Two only were now left—the HOKOKU MARU and the JINSEN MARU. Upon these two vessels, which came on resolutely, a perfect tempest of projectiles was concentrated by the Russians, while, far out at sea, with deep anxiety the men of the Japanese cruiser squadron watched the flash of guns and the sweep of searchlights across the sky, and heard the terrific roar of the cannonade. A thousand yards from the entrance the searchlights showed up the hull of the JINSEN so plainly that shell after shell struck her; the big Russian projectiles swept her deck and pierced her hull, yet it is a strange fact that not a man on board her was touched up to this point. She began to sink from water-line injuries; six hundred yards from the entrance she foundered, just giving her officers and men time to take to their boats, with a resonant cheer, which was heard above even the fury of the firing, as they lighted the fuses which exploded the charges in her hull.

The "Jinsen Maru."

FIVE OF THE JAPANESE "RESOLVED-TO-DIE" PARTY.
These officers and men belong to the "Asama."

Now only the HOKOKU was left. Through the hail of shrieking projectiles, with the blaze of the searchlights ever in his eyes, Hirose, who commanded her, forced the ship towards the flashing hull of the *Retvisan*, alongside which he was to sink the infirm old steamer. The battle was now at its height; every gun in the Russian batteries ashore or on board the Russian vessels near the entrance was firing at its fastest at the HOKOKU, but with the tenacity and heroism which marked the Japanese character her crew never flinched. They reached the *Retvisan;* her great guns vomited fire and smoke upon the explosion-ship only a few feet away; the air was shaken with the blast of heavy weapons, so that parts of the rigging of the HOKOKU were blown away by the concussion. Yet some Providence seemed to shield the small band of heroes working her. Not one as yet was seriously touched; this tornado of steel and iron rove the air in vain; the task seemed all but accomplished; and the order was given to the engineers and stokers, working calmly in the depths of the ship, to come on deck and stand ready to take to the boats. Hirose headed from

The "Hokoku's" Fate.

[Adelphi Press Agency.

TROPHIES TAKEN FROM THE RUSSIAN WARSHIPS "VARIAG" AND "KORIETZ" AT CHEMULPO, NOW ON VIEW AT THE MUSEUM OF ARMS, TOKIO.

shore there. The order was given to the crew to take to their boats, but of the boats in the last few seconds all but one had been shot away, and the one that remained began to fill with water when lowered. Yet into it with absolute calm and discipline the fourteen men who formed the crew dropped one by one, after lowering four wounded. Bailing and rowing in turn, they steered from the mouth of the harbour, leaving behind them their ship aflame from stem to stern, the blaze of the searchlights and the heavy concussion of the guns, which still continued firing. They fled along the coast of Laotishan, in the pitch darkness, with a stormy sea rising upon them and threatening their lives at each instant, and felt in the Cimmerian darkness for the torpedo-boats which had been charged with the mission of achieving their rescue.

The fierceness of the fire had driven most of the torpedo-boats back, as the Russians picked them up with the searchlights and turned upon them many of their lighter guns. Only one boat remained, burning flares, and after two hours of incredible suffering in the bitter cold and tempestuous sea, Hirose and his

the *Retvisan* eastwards, and ordered the helm to be ported to bring the HOKOKU right across the channel and seal the entrance to the port.

But at this instant fortune, so far friendly, turned against the Japanese.

A Daring Crew.

As the order was given, the wheel-ropes and rudder were shot away, and the ship was left helpless. Unable to control her movements, the Japanese saw her head swing round towards the Pinnacle rock, and an instant later she ran with a loud crash violently on the

[Drawn by C. J. de Lacy.

HOW A SUNKEN SHIP IS A MENACE TO TRAFFIC.

This picture gives an idea of how the hulks sunk by the Japanese at Port Arthur would impede traffic. Much of the water about Port Arthur is very shallow. A steamer of the size of the hulks recently sunk by the Japanese would be from thirty feet to fifty feet from deck to keel.

GROWTH OF THE RUSSIAN EMPIRE IN WESTERN ASIA.

men were picked up by her, and made their report.

The Result.

The attempt had failed; all their devotion and heroism had been wasted; the only thing that could be said was that the loss of life in the Japanese vessels had been small. About 3 p.m. the crew were on board the battle-fleet, but 29 officers and men from the JINSEN MARU and BUSHU MARU were still missing. It was at first feared that they had been lost or captured, but, as a matter of fact, only four men appear to have been killed. The 29 had made for the Chinese coast in small boats, missing the torpedo craft in the intense darkness. They rowed away from the harbour of Port Arthur, without seeing anything of the Japanese Fleet, and at daylight found themselves far out at sea, with the gloomy headland of Laotishan away to the north.

The wind blew strongly and saved them from drifting into the Gulf of Pechili. All day they rowed, suffering greatly from exhaustion and from the intense cold, and towards evening came in sight of the Miaotao Islands, which lie in the swirl of the currents, well to the south of Port Arthur. Here they landed, and were hospitably treated by the islanders, who lent them a small junk in exchange for their boats, and in this junk, without further adventure, they succeeded in reaching Tengchau, a Chinese city near Chifu, whence they sent information to the Japanese Consul at Chifu, and on his giving a pledge that they would take no further part in the war, were permitted by the Chinese authorities to return to Japan. As a sign of their sorrow all the officers shaved their heads.

Officers Shave Their Heads.

Meantime the Russians at Port Arthur were at first under the impression that they had sunk a substantial part of the Japanese Fleet. A message reached Europe next day to the effect that a great Russian victory had been won, and four Japanese battleships with two torpedo craft sunk. A few Japanese prisoners, however, were taken who told the real truth, while upon the body of an officer in one of the Japanese vessels, who had committed suicide when he saw that he had failed in his

Russian Delusions.

GROWTH OF THE RUSSIAN EMPIRE IN THE FAR EAST.

These maps illustrate the gradual growth of the Russian Empire at various periods.

THE SINKING OF THE "HOKOKU MARU" AND "JINSEN MARU."

The [illegible] struck the hull of the "Jinsen" so plainly that shell after shell struck her. She began to sink from water-line injuries. Hirose took the "Hokoku" towards the flashing hull of the "Retvisan," where he [illegible]

SEARCHLIGHTS OF PORT ARTHUR SEARCHING THE HORIZON.

mission, a detailed plan of the attack was found, which made matters absolutely clear. Two of the Japanese ships were to approach the *Retvisan*, as she lay aground, and sink to the east of her, close beside her; a third was to push further into the entrance and sink in the very centre of the channel; the fourth was to go down a little astern of the third, closing the eastern side of the channel. The fifth steamer, it appeared, was to take the place of any of the other vessels that might be disabled.

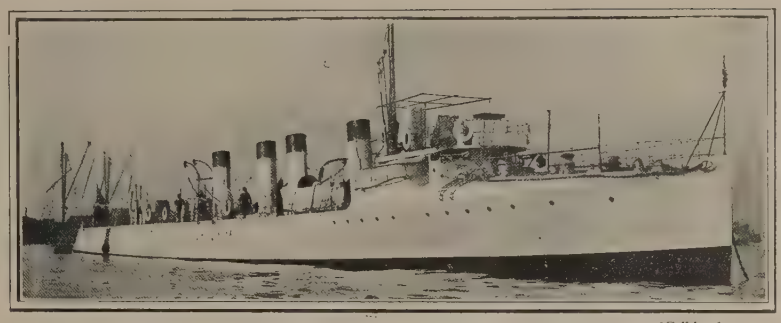
In all, there were 77 officers and men on board the explosion vessels, of whom ten seem to have been captured, killed, or drowned. The channel, 450 feet wide at the entrance—though the actual width of water deep enough to permit battleships and large cruisers to pass is only 70 or 80 feet, or just sufficient to allow of the passage of one ship at a time—remained clear; and only the Japanese wrecks and the fittings of the destroyed vessels drifting about in the waters of the roads served to mark the fact that an attempt of almost incredible daring had been made, and had failed

Incredible Daring.

A LIEUTENANT OF THE JAPANESE NAVY WITH HIS WIFE AND CHILDREN.

CHAPTER XIV.

THE SECOND ATTACK ON PORT ARTHUR.



A JAPANESE TORPEDO-BOAT DESTOYER. [Cribb photo

February 24th.

ON the night following the attempt three divisions of Japanese destroyers were instructed to proceed to Port Arthur, well in advance of the main fleet, and search Pigeon Bay —on the west of the Liatong Peninsula—Dalny harbour, and the roads of Port Arthur. At Pigeon Bay and Dalny no Russian ships were found; at Port Arthur, none of the warships were outside the harbour.

Four of the destroyers steamed close in to the entrance under a heavy fire, and discharged torpedoes, but with what result their officers could not say. The Russians acknowledged no loss whatever, and even claimed to have sunk one of the destroyers—a claim which had no foundation. The Russian torpedo flotilla put to sea as the Japanese boats were retiring, and the *Novik*, *Bayan*, and *Askold* got under steam—this being the first appearance of the *Novik* and *Askold* after the damage received in the action of February 9 had been repaired—and followed in support of their destroyers, but the pursuit was not carried far. The Japanese boats fell back on the main fleet which was now coming up from the east, prepared once more to bombard Port Arthur.

THE SINKING OF THE "HOKOKU."

It was with absolute calm and discipline that the fourteen men who formed the crew dropped one by one after lowering four wounded.

HOISTING A BIG GUN ON A RUSSIAN BATTLESHIP ON THE NEVA.
This is a 12-inch gun for the "Kniaz Souvaroff."

It was the morning of the 25th, and Admiral Togo had drawn up an excellent programme for the proceedings. The fleet was to proceed in single line ahead, the six battleships leading, with, astern of them, all the six armoured cruisers—for Vladivostock was left severely alone, so far as the powerful ships of the Japanese Navy were concerned—and two of the four fast cruisers. These two were ordered, as Port Arthur came into sight, to proceed far to the west and search the coast and Pigeon Bay for the 29 men from the explosion vessels who were still

Togo's Programme, Feb. 25.

THE RUSSIAN BALTIC FLEET MANŒUVRING. [Bulla photo.

missing, and who, Admiral Togo supposed, might have landed and made a dash for some point on the Russian coast-line, and there be awaiting help.

[Bolak photo.

TYPES OF KOREANS—YOUNG AND OLD.

Each of the Japanese divisions was in close order, with a distance of ten cables (one mile) between the divisions. When nine miles off Port Arthur they were ordered to prepare to form line abreast, to advance in that order to a distance less than 10,000 yards from the harbour entrance, and then together to turn to starboard and all to fire with their 12-in. and 8-in. guns at the entrance, which, it was hoped, would enable them to drop heavy shells into the arsenal and East Basin and do serious damage to the enemy. It was known to the Japanese that the *Retvisan* still obstructed the passage sufficiently to render a sortie for the big Russian ships extremely difficult, though it was just possible to pass her with the help of tugs. The Russian Fleet was therefore not at all likely to be encountered in any force, if it were not found outside.

SIGNALLING FOR THE TORPEDO-BOATS WITH FLARES.

After sinking their vessels the Japanese escaped, but the boat containing Hirose was not picked up till after two hours of incredible suffering in a bitter cold and tempestuous sea.

THE HILLS ROUND PORT ARTHUR AS SEEN FROM THE CHINESE QUARTER.

The Japanese Fleet Advancing.

The morning was exceedingly clear and bright, so that distant objects could be seen from the Japanese vessels with the most wonderful distinctness. As the fleet approached, a forest of Russian masts and funnels could be made out, bunched together inside the harbour, with the *Retvisan* still hard and fast aground. Smoke was rising from the Russian funnels, indicating that their ships were under steam, and through powerful glasses dozens of men could be seen busily at work on the *Retvisan*. The Russians, indeed, had just completed patching her side, and hoped that very afternoon to get her off the rocks; they had pumped some thirteen feet of water out of her. The Japanese ships steadily advanced in line ahead, when the Russians suddenly noted signs of great confusion in the line. Ships seemed to stop, turn, break from their station, and for a moment to fall into utter disorder. But it was over in a minute or two, and the fleet turned and passed in stately procession across the harbour mouth, keeping at a respectable distance.

What had happened was that as the Japanese Fleet was nearing Port Arthur the commander of the ASAHI in the conning-tower suddenly saw a huge mine floating in the water a short distance ahead. With instant decision he put the ship's helm over, and his prompt action saved her from a fearful fate. Seizing the megaphone, he rushed from the conning-tower and shouted to the next astern, the FUJI, warning her also of the danger, and she altered course likewise. An instant later the crew of the ASAHI saw the cause of all the danger pass along their starboard side, not 100 ft. away. It was a black, grim-looking mechanical mine, with tubes sticking up out of it in all directions, and it had perhaps drifted away from Dalny harbour. Indeed, the torpedo flotilla had reported that mines were loose in all directions, some of them "drifters" set afloat by the Russians, which compelled Togo to approach Port Arthur with the extremest caution. The movements made by the Japanese to avoid the mine were the source of the confusion noted by the Russians.

Floating Mines at Port Arthur.

As the result of this incident, it was decided not to approach the forts in line abreast, in which a fleet has less manœuvring power, but to retain the line ahead. Passing across the Russian front to the west, and making

[Stereographs copyright, Underwood & Underwood, London & N.Y.
JAPAN'S HIGHEST MOUNTAIN—FUJIYAMA.

a long détour, so as to support the cruisers in Pigeon Bay and pick up wireless signals from them, Togo turned once more to the east, so soon as Port Arthur bore west-north-west.

All this time the three Russian cruisers, *Bayan*, *Askold*, and *Novik* had been following the Japanese armour-clads, keeping seven miles away from them, close in shore. When exactly 10,000 yards off the entrance, the ball was opened by the Japanese flagship, the MIKASA, firing a signal shot. The FUJI then discharged the two big 12-in. guns in her fore barbette, and the Russians, who had apparently been waiting this moment, all likewise opened with every gun that would bear ashore or afloat. There was a fearful din of heavy artillery in action, but the damage done was insignificant on either side. The Japanese shells dropped in the town and dockyard, and were seen to have caused at least two fires; some of them exploded in the batteries, but without causing many casualties. On the other hand, the big Russian shells could be seen from the fleet sailing towards the ships, and dropping in the water in the wake of the MIKASA, or splashing from 300 to 800 yards ahead of her. The distance was much too great for accurate shooting, and the Russians made no hits.

A Naval Duel.

A TALISMAN FOR A JAPANESE SOLDIER.

A correspondent writes: "In Kobe women are seen about the streets with long, narrow pieces of cotton stuff, in which they invite other women to put a few stitches. On each piece of cloth are a thousand black dots, and when each dot has had a thread passed through it by a different woman, the stuff is believed to have power to protect the wearer from all dangers in war. Very often quite a little crowd of eager women gathers in the streets round someone who is anxious to obtain the necessary stitches for a husband, a son, or a sweetheart.

At this point Admiral Togo gave orders for his whole fleet to fire at the Russian cruisers, which in an instant were the centre of clouds of foam and spray from the falling shells. Some minutes later the *Novik* was seen to have been hit; she fled like a wounded animal to its burrow, and took refuge inside the port. Then the *Askold* was struck, and was seen to lose her maintopmast as she turned and withdrew; while, last of all, the armoured *Bayan* was struck, and compelled to retreat. No serious damage, however, was done to any of these ships, but, probably, their captains came to the conclusion,

The "Novik," "Askold," and "Bayan" Struck.

THE JAPANESE HOSPITAL BUILDING AT CHEMULPO, WHICH RECEIVED THE WOUNDED RUSSIAN SAILORS.

when shells began to fall round them and to hit them, that it was folly to risk them further in battle against large armour-clads.

After one run to the north-north-east, the MIKASA turned and was followed by the rest of the Japanese Fleet, but just at this point the Russians began to get the range, and, in succession, pitched three 12-in. shells only 150 yards away from the starboard side of the ASAHI. The projectiles ricochetted and flew over the big Japanese battleship, which had a somewhat narrow escape from serious injury. It was not Admiral Togo's intention to run any great risk; his orders on that point were peremptory, whatever his own personal inclinations may have been, and there was little to be done, now that the Russian ships had been driven inside the harbour, by facing the guns of the batteries any longer. He drew off and the battle was over after some twenty-five minutes of slow firing.

The Russians assert that they intended to put out and follow him, but just as they were preparing to do so an accident happened. The patch which had been placed over the 40-ft. rent in the hull of the *Retvisan* gave way, admitting the water, and as there was no chance of moving her the other Russian ships did not stir. The Russians were under the impression that they had disabled at least one of the Japanese ships, since they reported that they saw clouds of smoke on board her, indicating that she had been set on fire. In this, however, they were quite mistaken, as no harm was done to Admiral Togo's Fleet.

The "Retvisan's" Patch.

The Japanese cruisers which had steamed round to Pigeon Bay sighted off Laotishan promontory two Russian destroyers returning from the pursuit of the Japanese destroyers in the early morning. They pushed their engines to the utmost, and attempted to cut them off. One of the destroyers succeeded in getting ahead of the approaching cruisers and reaching the entrance of the harbour, where she gained safety.

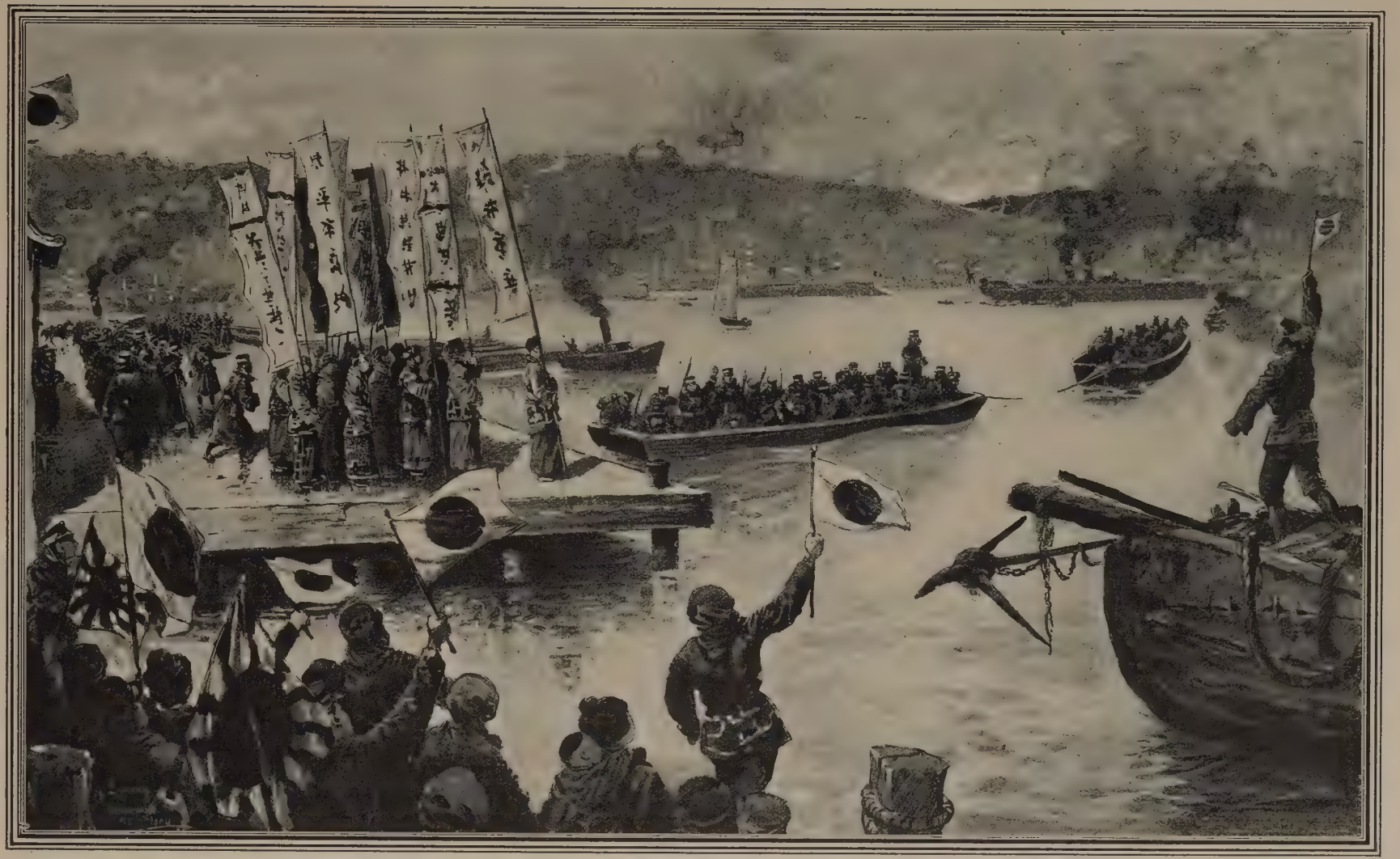
Chasing Russian Destroyers.

The other, the *Vnushitelni*, was less fortunate. The cruisers cut off her retreat and drove her to the westwards, following her at full speed. She fled before them under a heavy fire to Pigeon Bay, with the cruisers still in close pursuit. There her crew beached her and hurriedly fled ashore, while the Japanese ships approached closely,

[From the "Jiji."

A JAPANESE CARTOON.

A Russian went down at Port Arthur and became a crab, weeping at the sight of so many sunken Russian hulls.



A JAPANESE ARMY EMBARKING FROM NAGASAKI FOR THE SCENE OF WAR.

Mr. George Lynch, from whose sketch this was drawn, says, "The embarkation was one of the most brilliantly picturesque scenes I have ever witnessed.'

ENTRANCE TO THE LAOLEUTSUY FORT, PORT ARTHUR.
This photo was taken by the Japanese after the (1894) attack on the town.

and opened fire on her with their heavy guns, at the same time exchanging a few shots with the Russian batteries protecting the bay, which were not of a formidable nature. They hit the *Vnushitelni* again and again, and practically shot her to pieces. At a later date Admiral Togo found her dilapidated and rusting hull still lying on the beach of the bay. But the Russian despatches maintained an obstinate silence as to her loss, and, indeed, went so far as to deny it.

Firing at the "Retvisan."

On the night after the bombardment a fresh destroyer attack was made upon the *Retvisan*, with the object of inflicting further injury upon her. A division of Japanese destroyers steamed into the roads, taking cover behind a junk which was entering the harbour, but was discovered before it could do any serious damage, and, meeting a very heavy fire from the batteries and the *Retvisan*, retired. The Russians were now too much on the alert to be easily caught by torpedo attacks, while, owing to the placing of a boom over the harbour entrance at night, it was impossible for the Japanese craft to penetrate into the harbour and repeat their performance at Wei-hai-wei in the war with China.

The Russian Gunboat "Mandjur."

Meantime the Japanese had been engaged in the work of disposing of another enemy at Shanghai. The Russian gunboat *Mandjur* had been stationed there on the eve of the war, and after the Japanese engagements with the Port Arthur fleet, shipped a large quantity of coal, and made every preparation to put to sea. It is the custom in naval war for neutrals to request belligerent ships to withdraw within twenty-four hours of the outbreak of war. but the Chinese Government was so weak that the Russians paid no attention to its demand that the *Mandjur* should quit Shanghai.

To hasten a decision the Japanese Government despatched the cruiser AKITSUSHIMA to the port, and requested the Chinese authorities to take steps to oblige the *Mandjur* to obey the law. The affair dragged on till well into March, when the *Mandjur* was still in port. It was then at last agreed by both Russians and Japanese that the breech-blocks of the *Mandjur's* guns and part of her machinery should be landed and placed in the custody of the Chinese, while the crew should leave for Russia, giving a written pledge not to serve in the war. On March 29 this was carried out, and the AKITSUSHIMA at once left for Japan

THE PIER OF THE TORPEDO STATION AT PORT ARTHUR.

THE OFFICERS SHAVED THEIR HEADS.
As a sign of their sorrow for being unsuccessful the Japanese officers who tried to block Port Arthur shaved their heads.

CHAPTER XV.

THE ADVENTURES OF ADMIRAL VIRENIUS —BOMBARDMENT OF VLADIVOSTOCK.

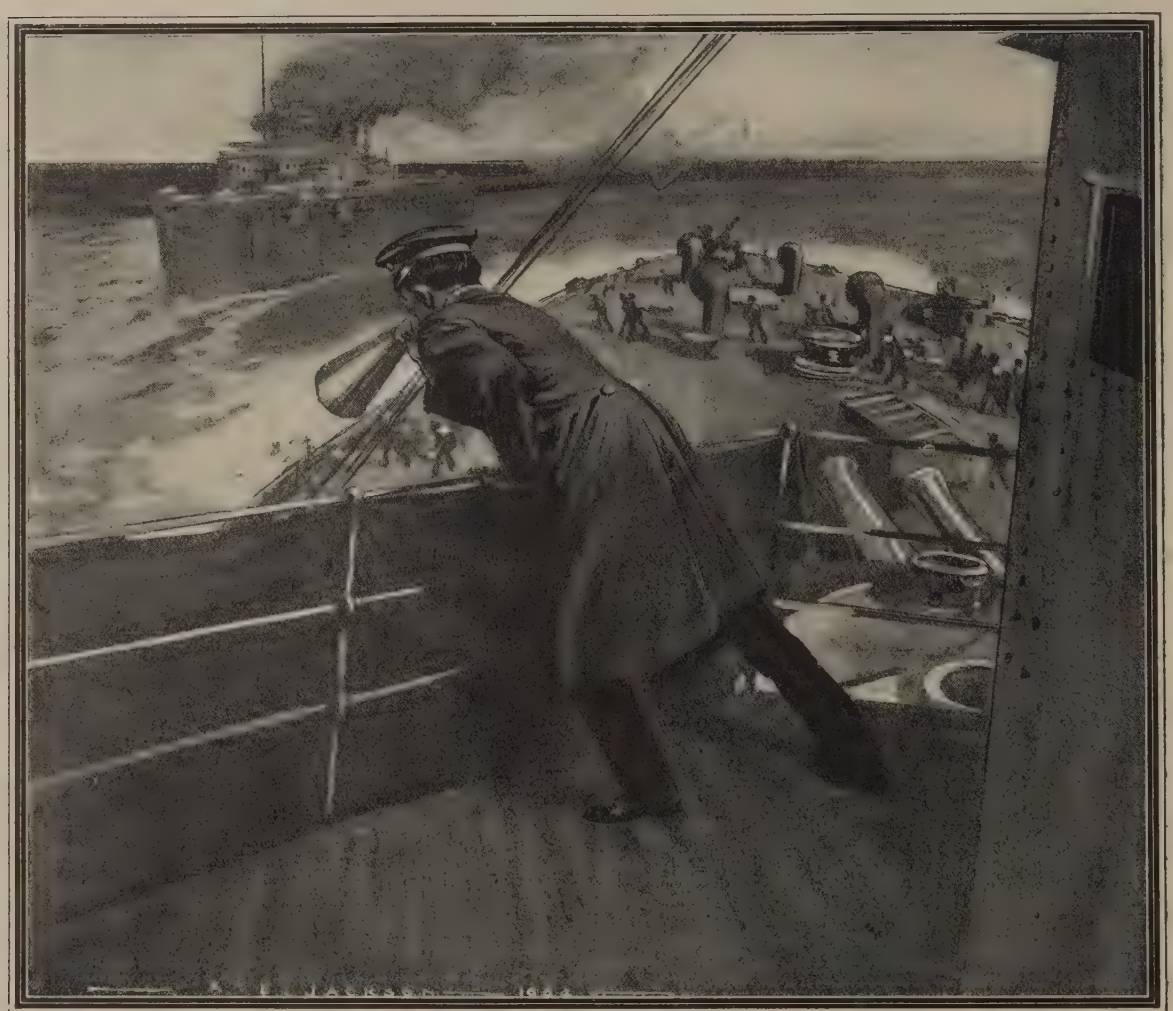
AT the outbreak of war the Russian squadron under Admiral Virenius, consisting of the new battleship *Oslabia*, the old armoured cruiser *Dmitri Donskoi*, the protected cruiser *Aurora*, the Volunteer cruisers *Orel* and *Saratoff*, and a number of torpedo-boats and destroyers, all under orders to proceed to the Far East and reinforce Admiral Stark's fleet, had been instructed, as we have seen, to remain at the French port of Jibutil, opposite Aden. There the Russian authorities appear to have intended to keep it until powerful reinforcements could be sent out to it from the Baltic, where the old battleships *Navarin*, *Sissoi Veliki*, and *Alexander II.*—none of them vessels of any great fighting force—were making ready for sea in February. But as it was contrary to international law for a neutral to permit a belligerent fleet to remain for an indefinite period in one of its ports, the French Government, after considerable delay, was reluctantly compelled to make representations to the Russians, as the

Russian Ships at Jibutil.

[A Japanese Cartoon.
THE RUSSIAN GUNBOAT DISARMED BY JAPAN.
The "Manjur" remained at Shanghai till the Japanese Government insisted that it should be disarmed.

result of which Admiral Virenius was requested to coal his ships and depart. Even so, the French Government incurred serious responsibilities by permitting the Russians to remain eight or ten days after the outbreak of war, whereas it is usual to require a departure within forty-eight hours of war, and by supplying them with an indefinite quantity of coal, whereas the supply granted should only have been just sufficient to carry them to the next coaling station. The Russians left Jibutil on February 18, and entered the Red Sea, where, in defiance of legal rights, they set to work to search and molest shipping on its way to the Far East. In 1900 the British Government had given way to a German protest against the conduct of British cruisers, acting from a British base at Aden, in searching for contraband of war destined for the Boers, German shipping on its way to South African ports and had promised that

Molesting British Ships.



WARNING AGAINST THE MINES.

The commander of the "Asahi," seeing a huge mine in the water, shouted to the "Fuji" astern. warning her of the danger.

no ships should be searched so far away from the scene of hostilities as the Red Sea. But on this occasion it watched with apathy the searching of British ships, at a point far more remote from the scene of war in the Far East, by Russian vessels which were acting from a neutral base, and which were thus openly transgressing maritime law. The failure of the British authorities to take any steps for the protection of their shipping or to make any remonstrance excited not unnatural surprise in Japan, but did not in any way harm the Japanese; had it been of disservice to them they would have had the right of claiming damages from England, since it is a principle of international law that a neutral must not allow its neutrality to be violated, and must secure proper respect for it.

DESTROYING A RUSSIAN DESTROYER.

The Japanese hit the "Vnushitelni" again and again, and practically shot her to pieces.

The Russian ships steamed slowly up the Red Sea towards Suez, examining all vessels that passed, though not always boarding them. They formed a line abreast with wide intervals, so that they were able to sweep the whole area of the sea. They hove-to the British India steamer *Mombasa*, and searched her; they chased and stopped the British mail steamer *Mongolia;* and they seized and affected to consider as their prizes the British steamers *Oriel*, *Frankby*, and *Ettrickdale*, which were laden with coal. Coal the Russians had proclaimed contraband, though on previous occasions they had protested against it being so considered. Hence they argued that neutral ships laden with coal were liable to seizure. The captains of these steamers were given the choice between the following alternatives: They might themselves pledge their word to take their cargoes to Sevastopol, or, if they would give no pledge, the Russians would navigate the ships to that point, putting prize crews on board; or, again, if they did not accept either of these proposals, the Russians would sink the ships. These strange proceedings seem to have been inspired by a complete ignorance of international law, or a belief that the British Government would tolerate any interference with British shipping. Yet, had the Russians sunk the ships, even the British Government must have been

Russia Seizes Neutral Ships.

ENGINEER MINAMISAWA,

Of the torpedo-boat destroyer "Kasumi," was wounded severely during the fight of March 10.

THE INVENTOR OF THE IJUIN FUSE: REAR-ADMIRAL IJUIN.

THE INVENTOR OF THE MIYABARA TUBULAR BOILER: ENGINEER REAR-ADMIRAL MIYABARA.

roused from its torpor. But as the matter had now gone far beyond a joke, the Egyptian Government made the announcement that it would not permit any prizes to be taken through the Suez Canal, and, paralysed by this order, the Russians released the British ships on February 28. No protest was made by the British Government, which accepted these acts, and declined to send warships for the protection of British interests in the Red Sea.

Russian Illegalities.

The voyage home of this Russian Fleet was attended by numerous misadventures. The British ships chased in the Red Sea noted that the Russian destroyers, new and nominally good for 30 knots, could not exceed sixteen. When the Russians reached Suez, two of the torpedo boats and the cruiser *Dmitri Donskoi* were in such a condition that they stood in urgent need of repairs. On the passage through the Canal one of the boats was carelessly navigated, and collided with an Egyptian revenue cutter, sinking her and blocking the Canal for twenty-four hours. At Port Said the *Dmitri Donskoi* and torpedo boat *No. 222* applied to the Egyptian authorities to be allowed to make all necessary repairs at Alexandria, and after some delay, permission was conceded. In this probably a mistake was made which may render the Egyptian Government liable to damages in the future, should these vessels inflict any loss on Japanese commerce.

BEACHING A RUSSIAN DESTROYER.

The Russians beached her and hurriedly fled ashore, whilst the Japanese opened fire on her with heavy guns.

[Copyright in U.S.A. by "Collier's Weekly."
CZAR BIDDING GOOD-BYE TO HIS LITTLE BROTHERS BOUND FOR THE FRONT.

After undergoing repair and coaling, these vessels proceeded to search neutral shipping in the Mediterranean—a further and serious infraction of international law—and again the British Government took no action of any kind. Indeed, the Russian gunboat *Khrabry* made Crete her permanent base, from which she examined British mail steamers, and even asserted the right to seize the Japanese mails on board them, as when in May she stopped and examined the *Osiris*. To the surprise of the Japanese, their ally tolerated this Russian action, as also a proclamation of cotton as contraband—another seemingly illegal action on Russia's part, in which, however, the British Ministry was brought to acquiesce by the Russian assertion that only cotton for the manufacture of gun-cotton was affected, as though it were possible to distinguish between the different kinds of raw cotton. Finally, most of the Russian ships returned to the Baltic; but the *Khrabry*, in defiance of international law, remained in the Mediterranean till far on in the summer.

Notwithstanding the activity of this Russian squadron, a large number of Japanese ships, which at the outbreak of war had been in British or other neutral ports, succeeded in reaching the Far East without the slightest difficulty, bringing with them large cargoes of Welsh coal and other war material. Skilfully navigated by bold Japanese officers, they never ran any great risk from the Russians, the less so as they stole singly round the Cape or by the Horn route to Japan. Owing to the want of fast cruisers with a large coal supply it was impossible for the Russians to interfere with them.

While these events were occuring in the West, in the Far East the Japanese continued active. Immediately after the Russian raid from Vladivostock, which ended in the

CAPTAIN IDE,
Of the Japanese protected cruiser "Kasagi," which assisted at the bombardment of Vladivostock.

BIRD'S-EYE VIEW AND ITS

OF VLADIVOSTOCK BOMBARDMENT.

destruction of the little NAKANOURA MARU, the Japanese authorities determined to make an attempt to bring the Vladivostock squadron to battle, and at the same time carefully to examine the condition of the defences and the state of the ice at that Russian port. Kamimura, the second in command of the Japanese Fleet, was directed to take with him the armoured cruisers IDZUMO, carrying his flag, IWATE, TOKIWA, and ASAMA, all four of the fine and powerful ASAMA class, the fast ships CHITOSE and KASAGI, with apparently one of the Japanese battle-ships, the name of which was carefully withheld, but which was probably the CHIN YEN, and a division of destroyers, and to proceed north along the eastern coast of Korea to Vladivostock, where he was to shell the fortress and offer battle to the Russians. The Japanese wished to ascertain whether there was any truth in the tales which had reached them of Russian movements in the direction of Possiet Bay and the extreme north of Korea, where a Russian army was vaguely reported to be advancing southwards in the direction of Song-chin. There was a chance that the Russian ships might be encountered at sea, and if so, Admiral Kamimura's force was so strong that he would be certain of defeating and destroying them. But the Russian cruisers had shown so little energy or enterprise that the hope of a battle cannot have been very great.

To Vladivostock.

Admiral Kamimura's cruise was accomplished under the most difficult circumstances. In winter the Japan Sea is a gloomy and forbidding expanse of water, shrouded in dense fogs or swept by furious

THE CZAR AND HIS TROOPS. [Copyright in U.S.A. by "Collier's Weekly."

Departure of the First Volga Regiment of Terek Cossacks from Krementschug, May 4.

A JAPANESE SEAMAN'S BRAVE DEED.

The circulating discharge pipe became blocked with ice; but a seaman volunteered to be lowered by a rope to clear the valve. He succeeded, but lost his life.

SELLING WAR PRINTS IN ST. PETERSBURG.

Absurdly exaggerated pictures have been sold in Russia, illustrating in every case great Russian victories. The picture shown by the vendor represents a Japanese soldier being thrashed.

NAPOLEON AND THE JAPANESE OFFICERS.

This cartoon is having a large sale in Russia. The inscription runs: "Shade of Napoleon: 'If *my* thunderbolt against Russia failed, what can yellow-faced dwarfs like you expect?'"

A Winter Voyage.

snowstorms and tremendous gales. As he voyaged north the coast of Korea was white with snow; a strong gale blew and the sea ran high; the spray froze like iron on the decks of the ships, and the exposure of the bare flesh to the biting blast brought instant frost-bite. Nothing of interest was seen on the Korean coast; there was no trace of the Russians, and nearing Vladivostock the water gave way to a vast expanse of thin ice extending four or five miles from the shore, heaped here and there in hummocks. Skirting the ice the fleet steered for Askold Island, which lies to the south-east of Vladivostock, a hump of rock snow-covered, with only the dark lighthouse showing against the mantle of white; and about 9 a.m. of March 6 it was sighted by the Russian look-outs, and its coming signalled to Vladivostock. The strength of the Japanese Fleet was greatly exaggerated; according to the first Russian reports it mustered four battleships with a large

number of cruisers. The news was at once despatched to St. Petersburg and to Admiral Alexeieff.

An Heroic Deed.

On the last stage of the voyage to Vladivostock, an heroic deed was accomplished by a Japanese bluejacket on board the ASAMA. The sea was running high and the cold was intense, when the valve of the circulating discharge pipe became blocked with ice. To maintain the speed of the ship, it was necessary to remove the ice, which would naturally be a work of extreme danger from the cold and sea. Nevertheless, one of the seamen volunteered for the task, and accomplished his purpose. He was lowered by a rope to the aperture of the pipe, and had just cleared the valve when a great wave caught him and instantly carried him away. He vanished in the grey, cold depths far astern, and it was impossible to give him help. The frost was so bitter

REAR-ADMIRAL NAGAI
Commanded "No. 4" destroyer flotilla during the second attack on Port Arthur.

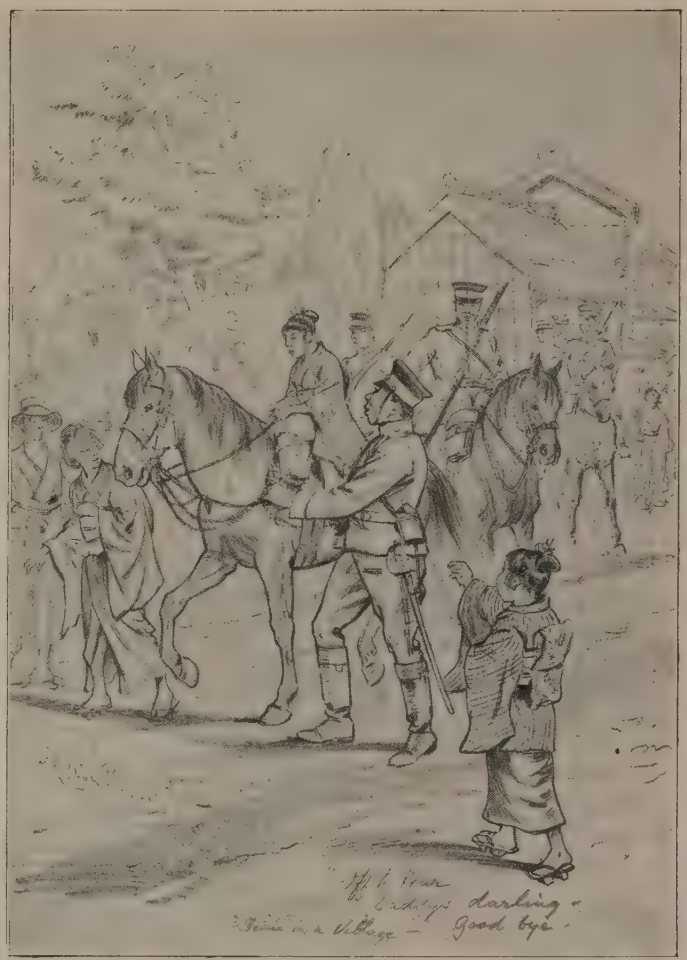
JAPANESE TORPEDO-BOAT LAYING ELECTRO-MECHANICAL MINES OUTSIDE PORT ARTHUR.

that the thermometer registered 24 degrees below zero Fahrenheit. As the Japanese ships drew near, they felt on their wireless telegraphy instruments the impact of the Herzian waves from the Russian stations, and could learn something of the disquietude which their sudden advent had inspired.

Breaking a way through the ice which skirted the shore, the Japanese squadron advanced from Askold Island, detaching two of its armoured cruisers to the west of the island, so as to watch the second of the two entrances to Vladivostock Harbour, by Amur Bay, and to prevent the exit of the Russian Fleet by that route. It steamed up Ussuri Bay, which lies to the east of Vladivostock, and approached the Russian fortress from that side. At this point, the Japanese ships altered their

formation according to the Russian accounts, the change being probably due to the wish to bring the battleship to the head of the line. Immediately after this the ships were observed by the Russians to fire several rounds of blank ammunition from their guns, the object of this again being undoubtedly to warm the weapons and render their shooting accurate. They closed in upon the Russian forts at the eastern entrance to the Golden Bosphorus; and these appeared on a careful examination to be without their heavy armament. There were circumstantial reports flying about in the Far East at the time that guns had been sent wholesale from Vladivostock to Port Arthur, which seemed to derive support from what could be seen. The squadron steamed in single line ahead to a distance of 7,000 yards off the shore, and opened a slow and steady fire from the heavy guns, as it advanced north, upon Forts Suvarov and Linievitch, and the town and dockyard. The latter were out of sight, but could easily be reached by high-angle fire, and presently projectiles were dropping right and left among the houses, barracks, and workshops.

Firing at the Forts.



[Drawn by Melton Prior

A JAPANESE SOLDIER'S GOOD-BYE TO HIS FAVOURITE CHILD.

AT THE HOUSE OF A JAPANESE FORTUNE-TELLER.

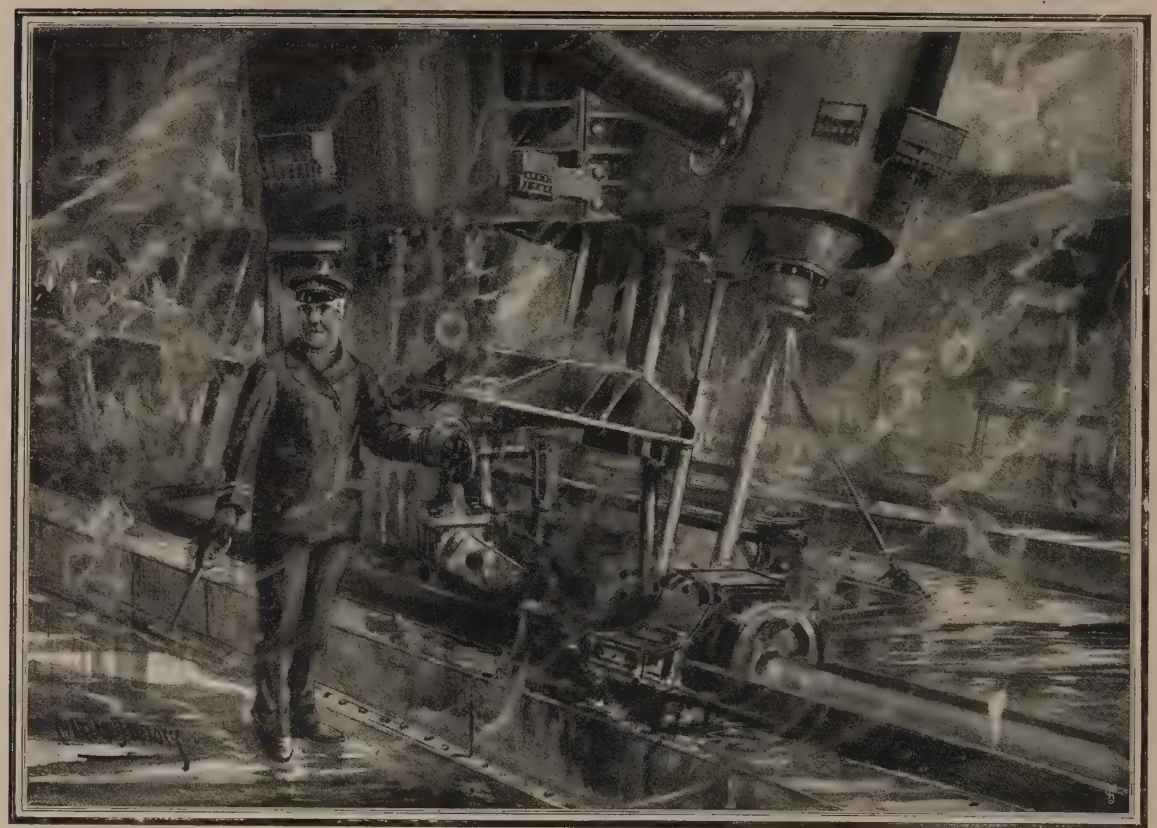
Parents, wives, and other relatives consulting the fortune-teller to know the fate of their relatives.

According to the Russians, none of the shells exploded, but there is good reason for saying that this was a fiction circulated for military reasons, and that the Japanese shells for the most part burst with considerable effect. The Russians made no reply whatever, though troops could be seen in the batteries. Their silence has been explained in several ways; it is possible that it was due to the want of guns or suitable ammunition.

Fifty-Five Minutes' Firing.

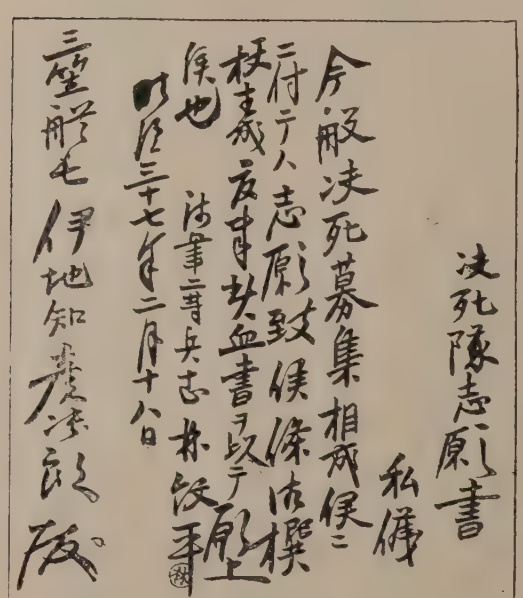
XII. *

THE DESTROYERS' DUEL OFF PORT ARTHUR



THE WOUNDED ENGINEER.

Engineer Minamisawa, of the "Kasumi," was severely wounded, and displayed magnificent bravery, standing calmly to his post in the engine-room.



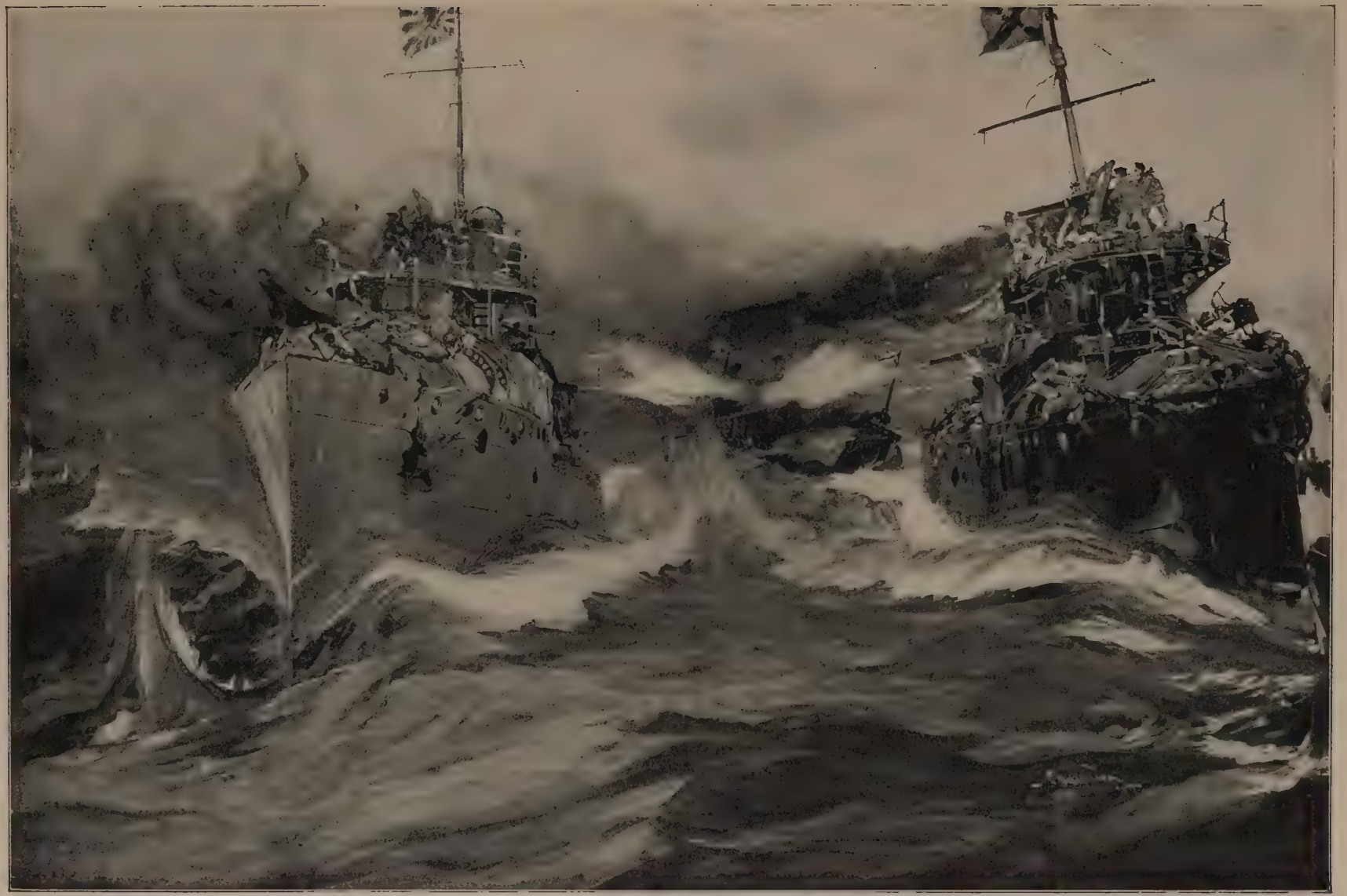
WRITTEN IN BLOOD.

When Admiral Togo asked for volunteers for the vessels to block Port Arthur Harbour, 2,000 applications were made. Some were sent written in blood. The above is a facsimile of that by Second-Class Warrant Officer Moupei Hayashi, who wrote: "Being desirous of participating in the volunteer corps now being raised, I entreat you to select me; hereby sending in application written with my own blood." The Emperor of Japan has kept the original of this remarkable document.

There were other reports that the ammunition supplied was a millimetre too large for the guns, and could not be used; while yet another version ran to the effect that the guns were of antiquated pattern and could not reach the Japanese ships; and a fourth that Admiral Kamimura kept his vessels in the dead angle, where the guns ashore would not bear. The last report is not at all probable, while it is not likely that the Russians deliberately refused to answer the ships' fire. There was nothing whatever to be gained by allowing the Japanese to pitch shells into Vladivostock, and the forts ought to have been able to inflict severe damage on the ships.

After fifty-five minutes of firing, the Japanese drew off, having caused a fire in Vladivostock and carefully examined the coast. The Russian wireless signals continued busily, and the moment Kamimura fell back, the bows of the fast Russian cruiser *Bogatyr* showed round the corner of the entrance to the harbour. She came out very slowly and cautiously, observing the movements of her enemies. Behind her, from the sternmost Japanese vessel, four other Russian ships

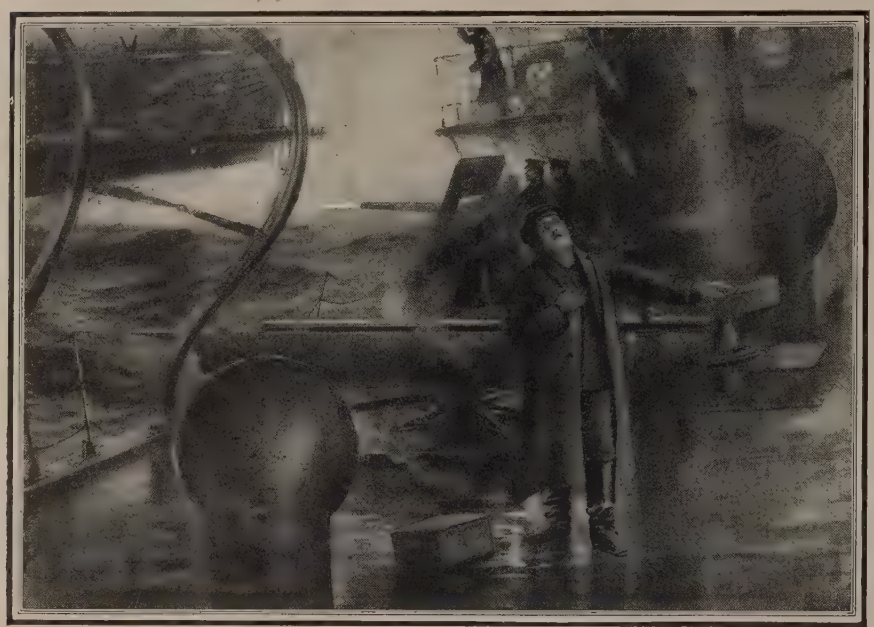
Kamimura Retires.



THE DESPERATE TORPEDO ATTACK.

The Japanese boats opened a terrific fire on the Russian destroyers. One of these escaped, and then the Japanese concentrated their fire on the water-line of the others.

could be seen, one of which was evidently the armed Volunteer cruiser *Lena;* the others the *Rossia, Rurik,* and *Gromovoi.* Masses of dense black smoke rose from their funnels, but they gave not the slightest indication of wishing to fight; and as darkness was now drawing on fast, and the Japanese did not care to run the risk of remaining for the night within reach of the Russian torpedo flotilla in the fortress, Kamimura increased speed and hurried well out to sea.



ONE MAN WAS KILLED WHILE CARRYING AMMUNITION.

At dawn of the 7th, he returned. Again the squadron divided, one section going to Amur Bay, which it entered, carefully examining the coast for indications of a Russian movement southwards by land against Korea. It pushed up to the very head of Amur Bay, without drawing the Russian ships out to sea. The other section of the squadron made as careful an examination of Ussuri Bay to the east of Vladivostock, again without detecting any signs of an important movement. Finally, both Japanese divisions concentrated off Askold Island, and once more approached Vladivostock, attempting to draw the fire of the batteries, or to induce the Russian ships within to come out, but on this occasion with no greater success than before.

Tempting the Vladivostock Fleet.

Seeing that the Russian Fleet was inside the port, so that there was no chance of waiting for it and intercepting it upon its return, Admiral Kamimura proceeded southwards to Possiet Bay, where he made a demonstration that produced astonishing effects on Russian nerves. Wild reports circulated that he had landed a large army, and that this army was marching on Kirin or Harbin. As he was ordered to rejoin Admiral Togo by a certain definite date, unless he found the Russian cruisers at sea, he then returned to Japan. He was watched till nightfall at a safe distance by the fast Russian cruiser *Bogatyr,* which came out of Vladivostock Harbour so soon as he drew off; and as this vessel was speedier than any of the cruisers in his fleet, he did not attempt to interfere with her.

The Japanese had no casualties in this affair; the Russians acknowledged that five seamen had been

[Taken on board H.M.S. "Leviathan."

KOREANS ON A BRITISH BATTLESHIP.

slightly wounded by the explosion of a shell in the courtyard of the naval barracks, and that a woman was killed in the town. It is believed, however, that the real losses were much heavier, and that considerable damage was done by the Japanese fire to two of the forts commanding the entrance to the Eastern Bosphorus. It is possible that this demonstration was made to cover a Japanese landing on the eastern coast of Korea, which was reported to have occurred about this date; it also served to remind the Russians of the risks that would attend the despatch of troops south along the coast road into Eastern Korea.

Results of Japanese Fire.

THE JAPANESE DESTROYER "KASUMI,"
Which was engaged in the hand-to-hand figh

CHAPTER XVI.

THE DESTROYERS' DUEL.

OFF Port Arthur the Japanese still maintained a close watch on the Russians, even when Admiral Togo disappeared with his main fleet to refit at his base, and the inactivity of the Russian Squadron was such that its commanders failed to profit by these repeated opportunities. They might have sallied forth boldly, and threatened or attacked the Japanese transports on their way to Chemulpo, which place was only 300 miles from Port Arthur, or just one day's steaming for the Russian Fleet. They might at least have employed their fast cruisers, such as the *Askold*, *Bayan*,

At Port Arthur.

A HAND-TO-HAND FIGHT BY THE DESTROYERS: MARCH 10.

and *Novik* in this kind of work, with the support of their large destroyer flotilla. But, as a matter of fact, the Russians did nothing whatever; their utmost was to stand out some ten or fifteen miles from the harbour, and then hurriedly return when any smoke was seen upon the horizon.

CONFERENCE OF JAPANESE PRIESTS AND TEACHERS OF THE OLD AND NEW RELIGIONS AT TOKIO.

A thousand delegates declared that the war was one waged in the interests of justice, humanity, and peace.

The "Retvisan" Abandoned.

On March 8, after many efforts, they succeeded at last in dragging the *Retvisan* off the rocks at the entrance to the harbour. She was towed into the basin—the dock was too small to take her—and there attempts were made to repair the damage. But it was found that the rivets on the hull had been torn loose by the firing of her guns when afloat, and that her plates everywhere admitted the water. On her bow was a hole 40 ft. long, made by the torpedo, admitting water to seven compartments. It was clear that the work of repairing her would occupy weeks or months, if it were practicable at all. The difficulty of effecting repairs was increased by conflicts between her captain, the commander-in-chief of the fleet, and the port authorities, who all quarrelled among themselves; and after some days of disputing, it was finally determined to remove certain of her 6-in. guns and mount them in the batteries. On the 8th, Admiral Makarov, whose coming had been impatiently expected by the fleet, at last arrived. He at once took steps to improve the defences and the morale of the Russians. The two old gunboats *Giliak* and *Gremiastchy* were ordered to anchor in the entrance, at a point where their guns could sweep the roads and fire with effect against the Japanese torpedo craft; a boom was thrown across the harbour mouth at night, so as to close it effectually against these craft, and on the 9th two Russian steamers, the *Hailar* and *Harbin*, were sunk at the entrance in such a position that they would obstruct approach, and

Admiral Makarov Arrives.

A DESPERATE DEED.

The Japanese seamen leapt on board the Russian destroyer. The first man on her slashed with his cutlass at an officer who was just coming up from below and hurled him overboard.

DEATH BEFORE CAPTURE.
Russian sailors on the destroyer "Stereguschtchi" jumped into the icy sea rather than surrender to the Japanese.

so, it was hoped, prevent the Japanese from repeating with success their previous attempt to "cork" the mouth of the harbour.

Japanese Place Mines.

These measures were not taken one moment too soon. On the same night the Japanese destroyers in two divisions approached the roads of Port Arthur about midnight, but saw no sign of the enemy. The Russian searchlights sweeping the horizon showed up the dim forms of several Japanese cruisers far out to sea, but did not, apparently, detect the destroyers for some hours. The Japanese torpedo craft had been sent in on a special mission; their duty was to lay a number of electro-mechanical mines, of the type invented by Captain Oda of the Japanese Navy, so as to block the entrance. This, at least, was the effect of Admiral Togo's report. But it would seem that he had devised a very astute plan—the mines to be laid were of a harmless pattern, so as to give the Russians a contempt for the Japanese weapons, and lead them to disregard mines in future. The forts fired on the destroyers while these were laying the real or bogus mines, without, however, damaging them or even hitting them.

A Destroyers' Duel.

Noting the presence of the Japanese torpedo craft, Admiral Makarov, as the night drew towards morning, gave orders to six Russian boats to get under steam and put to sea, for the purpose of driving them off. The Russian destroyers went out in two divisions, the first, four boats strong, under Captain Matussevitch. The Japanese, however, had already fallen back, and the Russians steamed after them to the south of the Laotishan promontory, where in the dark they suddenly came upon the three Japanese destroyers ASASHIO, KASUMI, and AKATSUKI, which rushed upon them

[Farid Spiro Photo.
JAPANESE ARMOURED CRUISER "IDZUMO" BEING TOWED INTO THE SUEZ CANAL.
This vessel took part in the bombardment of Vladivostock.

A LOST PRIZE.

On March 10 the Japanese captured the Russian destroyer "Stereguschtchi," but it was leaking so badly and the sea was so rough that it was abandoned, and afterwards sank.

COMMANDER TSUEHIYA,
Of the second torpedo-boat destroyer flotilla.

with furious energy, as wolves upon lambs, and attacked them at the closest quarters. The Japanese used their 12-pounder and 6-pounder quick-firing guns with deadly effect against the Russian 12 and 3-pounders concentrating their projectiles upon the Russian conning-towers, and very quickly obtained the upper hand. The Japanese shells tore through the frail, thin plating of the Russian boats; fires could be seen breaking out; clouds of steam escaped; and through the night came the terrible cries of wounded men in agony. The *Vlastny* fired a torpedo against the Japanese, but failed to make a hit, and had her rudder jammed by a shell. Having had very much the worst of the encounter, though they were superior in numbers and in force, the Russian boats hurriedly retired in a battered state under the guns of Port Arthur, pursued by their enemies to the very entrance of the harbour.

THE CAPTAIN OF THE "ASASHIO."

Captain Matsunaga commanded the destroyer "Asashio," which played a prominent part in sinking the Russian destroyer "Stereguschtchi," on March 10.

On their part the Japanese did not come off by any means scatheless. The destroyer AKATSUKI, which had gallantly closed in with the Russians till she almost touched them, had a steam pipe severed by

WOMEN OF THE JAPANESE ARISTOCRACY MAKING LINT AND BANDAGES AT THE HOUSE OF THE PRINCESS KOMATSU.

The Japanese Red Cross Society is under the direct patronage of the Empress.

a Russian shell, and the escape of steam scalded four of her crew to death.

Japanese Bravery.

Engineer Minamisawa, of the KASUMI, was severely wounded, but displayed magnificent bravery, standing calmly to his post in the engine-room. In all, seven men were killed and eight wounded. None of the Japanese destroyers were seriously injured, and the AKATSUKI was able to effect repairs without returning to Japan. Scarcely had this combat closed when, just as day was at hand, about 7 a.m., the second Japanese division

A REMNANT SALE FOR THE BENEFIT OF THE FREE HOSPITALS.

M Melton Prior says: "All sorts of things are being done for the benefit of the wounded. At the remnant sales the women sit and chat while making their selections, and then go to the counter to pay."

of destroyers, composed of the AKEBONO and SAZANAMI, under Commander Tsuehiya, sighted two Russian destroyers, which had put to sea after Captain Matussevitch, and which were now returning to harbour, having failed to support him in his encounter with the other Japanese division.

The Japanese boats instantly pounced on these two luckless destroyers, which were the *Beztrachni* and *Stereguschtchi*, and opened on them a terrific fire. The Russians put on all steam and ran their hardest for

HOW TWO RUSSIAN BLUEJACKETS DIED.

Two men locked themselves in the aft cabin of the "Stereguschtchi" and could not be induced to come on deck, so they went down with the boat.

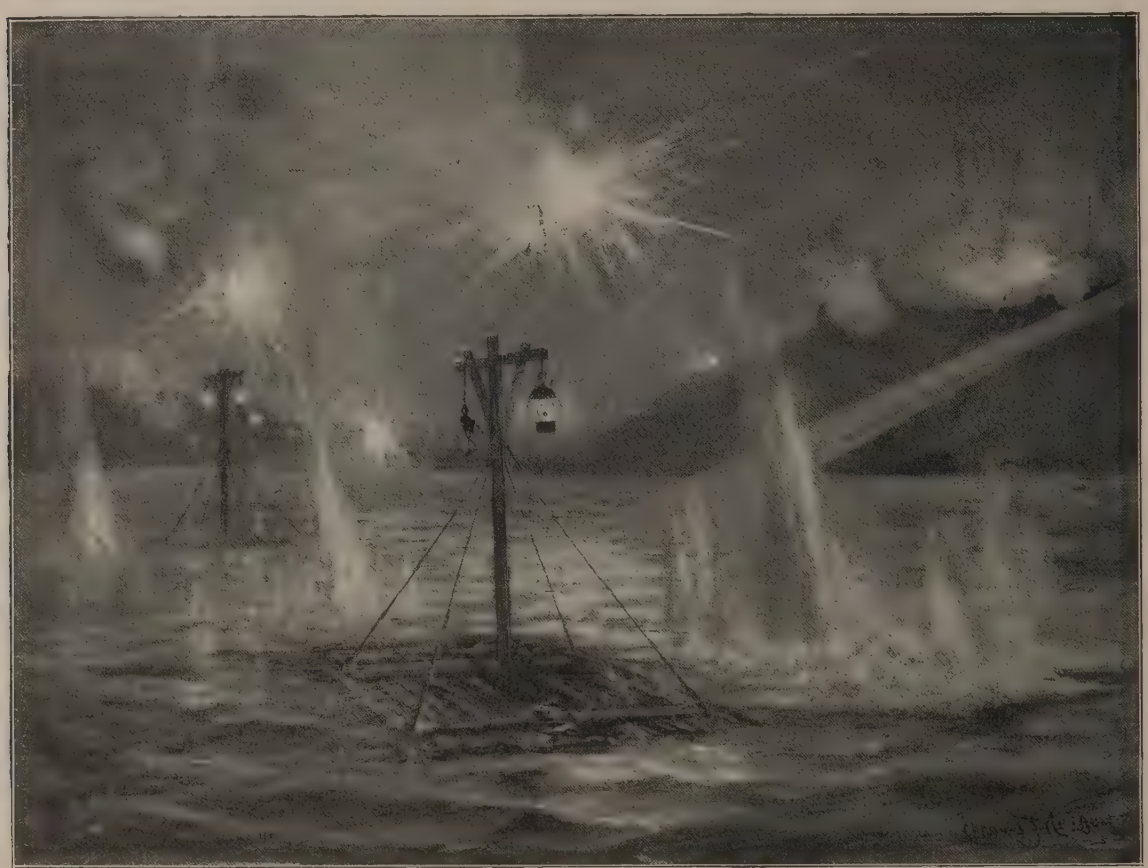
port, and the *Beztrachni*, which was ahead, being in some degree protected from the Japanese fire by the hull of the *Stereguschtchi*, managed to escape, considerably damaged, abandoning her comrade to the enemy.

Japanese Board a Destroyer.

The *Stereguschtchi*, as the Japanese shells struck her and riddled her, began to lose her speed and drop astern; while, seeing her plight, the Japanese concentrated their fire upon the men on her deck, and upon her waterline. The Russians showed no skill but immense bravery. They fired wildly and were rapidly shot down, till the *Stereguschtchi's* deck was heaped with killed and wounded.

The Russian commander was killed; a lieutenant who succeeded him had both his legs shot off; the sub-lieutenant followed, and was also killed; while the man at the wheel was mortally wounded. On the other side, the AKEBONO was hit on the waterline, and dropped astern, as two of her compartments filled at once, wetting her ammunition. A Russian 12-pounder shell struck her forward gun-platform, hitting a man and sweeping the bridge, on which her lieutenant, sub-lieutenant, and signalman were standing, but without injuring them. In the SAZANAMI one man was killed while carrying ammunition.

After an hour's hot firing the moment had come when the Japanese could board. The SAZANAMI ran in close, till her nose touched the Russian vessel; the Japanese seamen leapt on board, encountering no serious resistance. The first man on her slashed with his cutlass at an officer who was just coming up from below, and, as the Russian officer still resisted after the blow, hurled him overboard. The sight on board was



RUSSIAN FORTS FIRING AT THE DUMMY LIGHTS SENT IN BY THE JAPANESE.

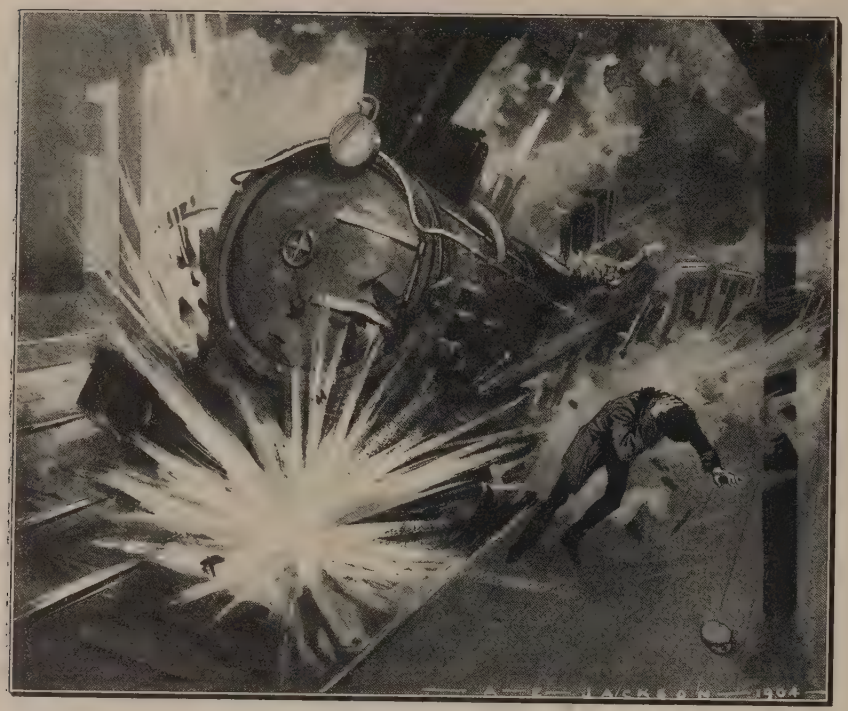
The false lights were rigged up on rough rafts, and the lights were hung to represent those of a ship. They were towed into position by torpedo-boats, and then let drift with the tide.

horrible. Thirty corpses, dreadfully mutilated, cumbered the deck. Most of the men who were left alive on board the Russian boat jumped into the icy sea rather than surrender to the Japanese, and but two of them could be picked up; two more who were badly wounded were made prisoners.

A tow-rope was secured from the SAZANAMI to the *Stereguschtchi*, and the Japanese attempted to tow her away from the roads, as the light was now distinct, and the little group of vessels lay exposed to the artillery of the Russian forts. In this, however, they did not succeed; just as they began to move off the Russian boat, which was so honeycombed with shot-holes that her hull looked like a colander, rapidly filled and began to sink, while the hawser parted. To stay and attempt to plug the shot-holes in her injured hull was impossible, as the forms of two large Russian ships could be seen approaching. Yet a Japanese seaman, as she went down, gallantly went back to her and removed the Japanese flag.

Sinking of the "Stereguschtchi."

PLAN OF THE POSITIONS TAKEN UP BY ADMIRAL TOGO'S MAIN CRUISER SQUADRONS AND TORPEDO FLOTILLAS, MARCH 11, 1904.



DAMAGE BY LONG-RANGE FIRE.

A train just entering Port Arthur Station was hit, the engine shattered, and the stoker severely injured.

Admiral Makarov, so soon as he saw that the Japanese destroyers were gaining the upper hand, had given orders to the *Novik* and *Bayan* to get under steam and proceed to the assistance of the *Stereguschtchi*, hoisting his own flag on board the *Novik*. But it was some time before the Russian vessels could negotiate the narrow passage leading from the inner harbour, and when he appeared upon the scene five Japanese cruisers were observed to be coming up fast from the south to support their destroyers. Admiral Togo had observed or anticipated the Russian move, and had sent a stronger force to the assistance of his boats, and before the Japanese cruisers Admiral Makarov retreated without making any attempt to assist the *Stereguschtchi*. He seems to have seen the Japanese flag flying on board her, and to have taken her for a Japanese boat, which may explain his otherwise almost inexplicable action. He steamed back into the harbour, without engaging the Japanese ships, while the two Japanese destroyers which had accomplished this brilliant feat of arms hurried out of the range of the batteries.

Makarov's False Start.

In this second affair the Japanese lost three men killed and four wounded, among the wounded being Sub-Lieutenant Shima. Sub-Lieutenant Yamazaki specially distinguished himself by leading the boarding party of Japanese seamen and hoisting the Japanese flag on the Russian destroyer. The Japanese boats were not damaged by the enemy's fire, and the general result of these two actions was to increase the confidence of the Japanese torpedo flotilla, which had proved its capacity of defeating the Russians in equal or superior force. The Russian loss was returned by Admiral Makarov at 24 killed and wounded, in

Russian Losses.

THE ENTHUSIASM OF THE JAPANESE.

This Japanese cartoon is intended to show that all Japan is in arms—even the wooden spoon and the cat.

which figure the men drowned or killed on board the *Stereguschtchi* were not included. As her crew numbered 55, the total Russian loss was 79, or thereabouts. Among the Russian wounded were two officers. It was said in Port Arthur after this affair that two Russian seamen on board the *Stereguschtchi* had gone below when they saw that the capture of the destroyer was certain, and had opened the sea-cocks, preferring to perish with the boat rather than survive and see her in the hands of the Japanese; and the story is not improbable, as the Japanese state that two men locked themselves in the cabin aft, and could not be induced to come on deck, so that they went down with the boat.

RUSSIAN SAPPERS THROWING UP ENTRENCHMENTS ROUND PORT ARTHUR.

CHAPTER XVII.

LONG-RANGE ATTACK ON PORT ARTHUR.

THE main Japanese Fleet, under Admiral Togo, as soon as the morning of the 11th broke, proceeded to Pigeon Bay, on the west coast of the Kwangtung Peninsula, where from deep water it was intended to bombard the Port Arthur forts at long range, attacking them on their reverse, or most vulnerable, side. The distance from Pigeon Bay to the Russian forts was between six and seven miles. The first cruiser squadron of five ships was to lie off Port Arthur and watch the fall of the projectiles, signalling the result to the admiral, who would be out of sight and on the other side of the peninsula, by means of wireless telegraphy. Yet another detachment of cruisers was ordered to steam to Dalny and destroy the signalling station on the Island of Sanshan, from which the Russians were able to watch and report the Japanese movements along the coast.

Two other fast vessels had orders to proceed in advance of the main fleet and make a careful search of the western coast of the Kwangtung Peninsula. These vessels were the TAKASAGO and CHIHAYA; they carried out their orders, and detected no sign whatever of any Russian vessels in that direction, except only the battered wreck of the *Vnushitelni*, which lay on the shore, half submerged and red with rust, where she had been shot to pieces by the Japanese a fortnight before.

Togo's Plan.

About 10 a.m. the battleships were in their appointed position and ready to open fire. Then the bombardment began, the big guns only being used, and being trained so that their shells would fall on the other side of the lofty ridge which looked down on Pigeon Bay, among the Russian ships in the harbour, in the town, and in the forts. In particular, efforts were made to injure the *Retvisan*, and one of the first projectiles struck her and exploded on board her as she lay in the basin, killing or wounding 20 men. Another struck the *Sevastopol*, exploding against her armour-deck, and causing about the same number of casualties. Shells fell in all directions, and no place was safe, so that there was a panic in the town. A train which was just entering the station was hit, the engine was shattered, the driver killed, and the stoker severely injured.

Effect of Japanese Shells.

Sir Claude Macdonald Sir Ian Hamilton.

ENGLISH MILITARY ATTACHES BEING RECEIVED BY THE JAPANESE EMPEROR BEFORE LEAVING FOR THE WAR.

As each shot was fired the Japanese cruisers off the harbour mouth signalled by wireless telegraphy the point where it had fallen, so that the battleships were able to adjust their aim. One 12-in. projectile fell in the Golden Hill fort, to the east of the entrance, and exploded a magazine, doing great damage to the works, and killing or wounding a large number of men. The Mantow Hill fort, to the west of the entrance, was hit several times, and when examined from the sea after the bombardment, showed signs of injury; the works were torn down, the earth scattered, and guns dismounted. In the New Town, a suburb of Port Arthur, the falling shells caused numerous fires and considerable loss of life, though as quickly as possible all civilians got under cover or fled to the country beyond the town. A leading advocate, a Russian colonel's daughter, and other women and children were killed by the shells. Immense clouds of smoke rose from the beleaguered city and drifted seawards, obscuring the vision of the inferno within, glowing red with flames and the blaze of the shells.

As the Japanese bombardment progressed the Russians endeavoured to make some sort of reply, though the task was difficult for them, since the Japanese ships were quite out of sight, and it was, in consequence, necessary, as a preliminary, to organise a service of signals, by which the fall of the shots could be announced to the gunners in the forts and ships. The heavy guns of the *Retvisan* were brought into play, and fired over the hills; while one or two of the forts which mounted big, long-range weapons, and which could bring these weapons to bear in the direction of

The Russians Return Fire.

LOUISA BAY
PIGEON BAY
PORT ARTHUR
HARBOUR
WEST PORT
ANCHORAGE
BLUFF REVIN
PROMINENT PEAK
JAPANESE FLEET
JAPANESE CRUISERS
watching flight of shells
vessels out of range from forts
Japanese Torpedo Flotilla
Direction of Russian flotilla
Direction of Russian Torpedo Flotilla
Direction of Russian Fleet
Direction of Japanese Fleet
Direction of Japanese Torpedo Flotilla

JAPANESE SOLDIERS FENCING IN BARRACKS.

of their land batteries. The Japanese squadron of cruisers which had been sent to Dalny accomplished its work, destroying the signal and mine station there; but its action was followed by protests in the Russian Press to the effect that it had infringed the law of nations by shelling the lighthouse and life-saving station. For these protests, however, there appears to have been no real foundation, as the Japanese action was perfectly justified in view of the fact that the Russians used the Sanshan Islands for military purposes. The Russians

A COMPANY OF JAPANESE INFANTRY ON THE MARCH. [Adelphi Press Agency.

allege that in the fighting of this day the Japanese cruiser TAKASAGO was severely injured, and that a battleship was struck and compelled to retire, but, as usual, their claim rested on no solid foundation. Apart from the destroyers which were all in service within a week, there were no casualties and no damage in the Japanese Fleet.

Makaroff's Futile Sortie.

On the 12th, as the Japanese Fleet was nowhere to be seen, at dawn Admiral Makaroff got under way and proceeded cautiously to sea with six large Russian ships, among them the battleships *Petropavlovsk* and *Pretvarit*, most of the cruisers which remained serviceable, and his destroyers. He kept within sight and signalling distance of Port Arthur,

[S. Smith photo.

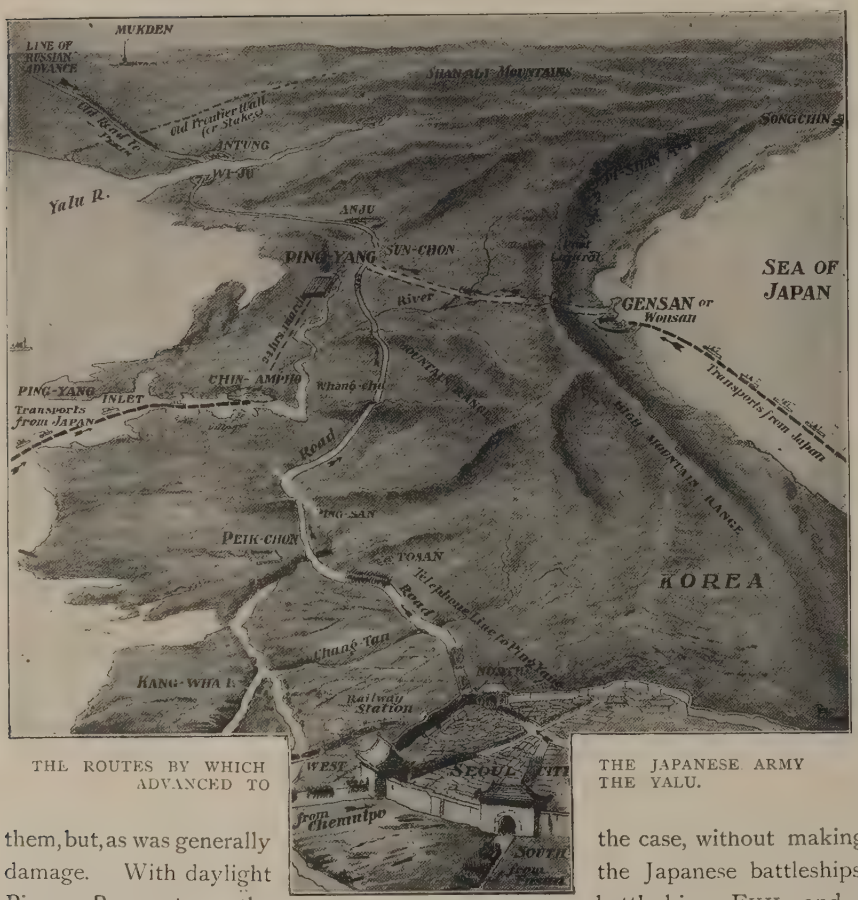
COMMISSARIAT CARTS UNLOADING AT THE SHINBOSHI STATION, TOKIO.

[S. Smith photo.
JAPANESE COMMISSARIAT CARTS WITH STORES FOR THE FRONT.

which was a high speed for the Russian Fleet, and saw nothing of the Japanese, though he went some thirty miles from the port. Towards nightfall he returned, apparently under the impression that the Japanese Fleet was either afraid to give battle, or else had been much damaged during the bombardment. It is probable, however, that the Japanese were perfectly informed of his proceedings, and wished to draw him far out, by inspiring him with a delusive confidence, in order that they might practise against him some such stratagem as that which a month later issued in such complete disaster to his fleet.

On March 16 the Russians lost a destroyer, erroneously reported at the time as the *Skori*. She struck a mine as and carefully explored the neighbouring waters, searching the Miaotao Islands, some distance to the south of Port Arthur, in which it was erroneously reported that the Japanese destroyers were in the habit of lurking. He carried out manœuvres at 14 knots,

[From a photograph.
TAKING HORSES ON BOARD THE JAPANESE SS. "SHINSHIU MARU" AT THE WHARF OF KOBE.



THE ROUTES BY WHICH THE JAPANESE ARMY ADVANCED TO THE YALU.

she was entering the roads after a reconnaissance, and was wrecked, with the loss of a great part of her crew.

After a little more than a week's absence, the Japanese Fleet once more approached Port Arthur on the night of Mar. 21-2, preceded as usual by the destroyers, which steamed into the roads and laid sham or real mines under a desultory fire from the forts. The Russian searchlights were turned upon them, and the gunboats *Bobr* and *Otvajny*, which were acting as guardships at the entrance to the harbour, opened a heavy cannonade upon them, but, as was generally the case, without making any hits or inflicting any damage. With daylight the Japanese battleships arrived and proceeded to Pigeon Bay, where the battleships FUJI and YASHIMA began a bombardment of the harbour and landward side of the defences.

Attack on the Harbour.

"I was fast asleep," writes a Russian correspondent in Port Arthur, "when I was awakened by an uproar so terrific that it seemed to me as if the whole house in which I was sleeping was collapsing. However, the house was uninjured, and after a moment's reflection I discovered that a Japanese 12-in. shell had just burst close to us. It must be remembered that these shells stand more than three feet high, and are charged with high explosive, which tears the mass of steel into hundreds of fragments that are hurled in all directions, sometimes to a distance of 600 yards. . . . I hurried to the harbour; from all directions soldiers and Chinese, wives of officers, and

[R. L. Dunn photo.

BULL PACKS CARRYING HEAVY OVERCOATS AND BLANKETS TO THE JAPANESE SOLDIERS IN KOREA WHO ADVANCED NORTH WITHOUT THEM.

JAPANESE CONSTRUCTING A ROAD FOR THEIR TROOPS THROUGH THE KOREAN RICE-FIELDS.

civilians employed in Port Arthur, were rushing up. A heavy thunder filled the air with uninterrupted vibration. At each instant columns of dark smoke rose from the water, and from out of the centre of the smoke sped with a whistling and roaring sound splinters of steel. One after another our ships weighed anchor and moved out against the enemy. The *Retvisan* and *Tzarevitch* remained in the basin, but they also played a part in the action. Pointing the huge muzzles of their 12-in. guns towards the sky, they hurled their ponderous projectiles over Mount Laotishan against the Japanese. Notwithstanding the uproar of the cannonade from the shore we could hear the stirring strains of the Russian National Anthem from the crew of the *Petropavlosk* as she left the harbour.

KOREAN COOLIES WAITING FOR WORK. [F. McKenzie photo.

"I now determined to go to one of the batteries on Golden Hill, whence

[F. McKenzie photo.
KOREANS WATCHING THE APPROACH OF JAPANESE VESSELS TO CHEMULPO.

An Eye-Witness's Story.

the whole horizon can be seen. . . . Under my eyes I had an incomparable panorama. Far away in the distance the sea melted into sky, and there, on the very line of the horizon, could be seen tiny ships, like children's toys or diminutive flat-irons, in regular order. They were the Japanese cruisers, ten in number.

"'How far away are they?' I asked the commander of the battery. '13,000 to 16,000 yards,' he replied. 'Since the attack of February 9, they do not venture within close range of our batteries. They are content to try and draw our fleet out to sea, while our ships in turn uselessly endeavour to tempt them within range of our forts.' Beneath the precipices, at our feet, we saw our cruisers and battleships appear one by one, led by the *Novik*, whose daring has made her famous in the Fleet. At once the Japanese began to fire with perfect accuracy upon the harbour entrance. Projectiles began to fall, now in front of and now to the rear of our batteries. . . . A shell passed close to us, and a few seconds later we heard the roar of its explosion in the port. . . . Our squadron had now

LANDING JAPANESE SOLDIERS AT CHINNAMPO. [J. H. Hare photo.

LANDING JAPANESE TROOPS ON THE KOREAN COAST. [J. H. Hare photo.

gained the roads in formation of battle, and moved towards the Japanese. Seeing this, the Japanese ships began to draw off eastwards, and at the same time we saw their six battleships, one by one, come out of Pigeon Bay and threaten our flank. The last Japanese ship was far behind the others, and a telephonic message informed us that a shell from the *Retvisan* had fallen on her deck and caused a fire in her."

According to Admiral Togo's report, the number of Russian ships that came out was five battleships, four cruisers, and a number of destroyers. It was therefore evident that the injuries to the *Poltava*, *Askold*,

JAPANESE CROSSING TATUNG RIVER FOR PING YANG. [R. L. Dunn photo.

JAPANESE INFANTRYMEN RESTING. [Adelphi Press Agency.

and *Diana* had been completely repaired, and that the *Sevastopol* had not suffered serious damage from the shell which had struck her in the previous bombardment. The Russian Fleet opened an indirect fire upon the Japanese battleships, but without inflicting any serious injury on Admiral Togo. The Russian loss in this affair was officially returned at 7 killed and 12 wounded. The damage done in the town was again considerable. There was much discussion as to the reasons which led the Japanese to attempt these repeated long-range bombardments, but probably the real truth was that Admiral Togo wished to force the Russian Fleet out, and at the same time to test and discover the points from which the Russian fortress could be most effectually attacked.

Effects of the Firing.

JAPANESE SOLDIERS AND KOREAN COOLIES. [R. L. Dunn photo.

'R. L. Dunn photo

COOLIES EN ROUTE TO PING YANG—A PORTION OF 5,000 COOLIES IN LINE.

JAPANESE CAVALRY SCOUTING NEAR PING YANG. ¡R. L. Dunn photo.

CHAPTER XVIII.

THE JAPANESE ADVANCE IN KOREA—CHEMULPO TO THE YALU.

THE Japanese detachment, landed at Chemulpo on the evening of February 8, was but the advance guard of the 12th Division, which was intended to follow it so soon as the Russian Fleet had been driven into the harbour of Port Arthur, and placed under the care of Admiral Togo's squadron. With extraordinary foresight, the Japanese Government on the eve of war had taken every possible precaution to assure its hold upon Korea. Japanese reservists had been stationed at Seoul and Chemulpo, and along the main roads running north and south from Seoul. They were without uniforms, but rifles and ammunition had been provided for them, and deposited with Japanese residents who could be trusted. Thus the small advance guard

The Japanese in Korea.

JAPANESE TROOPS CROSSING A RIVER ON THE WAY TO THE YALU. [R. L. Dunn photo.

was rapidly reinforced, and was able speedily to secure all the important strategic positions near the Korean capital.

It was known that the Russians had a considerable force on the north bank of the Yalu with detachments to the south of the river; and in the early days of the war the Japanese feared a bold dash on the part of the much-vaunted Cossacks upon Seoul. From Seoul to the Yalu is a distance of 230 miles by road; the country is hilly and difficult, abounding in excellent defensive positions, where a handful of skilfully-directed horsemen, such as the Cossacks were supposed to be, might have delayed for days a large army, with but insignificant risk to themselves. The roads were either slippery with ice, or, in the occasional thaws, rivers of mud; and, under either condition, were excessively trying to heavily laden men and transport animals. Sea transport could not be employed to the north of Chemulpo, as in February the inlets and harbours on the coast were still inaccessible by reason of the ice. Till the spring drew nearer and the northern harbours were open, the Japanese did not

The Road to the Yalu.

[R. L. Dunn photo.
JAPANESE AND KOREANS MAKING THE SPECIAL ROADWAY ACROSS THE TATUNG RIVER.

contemplate placing a large force in Korea; all that they intended was to secure the country up to the Yalu by the end of April. This task was entrusted to the First Army, under the command of General Kuroki, composed of three Divisions—the Guards, 2nd, and 12th—each about 25,000 strong, with their reserve brigades, which, however, did not take the field till after the first few weeks of war.

On February 12, the second detachment of the 12th Division, which led the invasion of Korea, began to arrive at Chemulpo, and from that date onwards to the close of the month the movement of the division with its baggage and stores to Korea steadily continued. Seventy-five transports entered at Chemulpo during the month of February, with a displacement of 130,000 tons. The landing was effected under the

[R. L. Dunn photo.
LIEUTENANT-GENERAL INOUYE, COMMANDER OF THE JAPANESE 12TH DIVISION, AND STAFF AT SEOUL.

JAPANESE SOLDIERS BATHING IN ICY WATER.

As the troops marched from Seoul to Ping Yang they washed their clothes and some bathed in an icy river.

[Facsimile sketch by Sheldon Williams.

THE FIRST SKIRMISH NEAR PING YANG.

superintendence of Colonel Sakakibara, who was charged with all the arrangements. The difficulties to be faced were great; at

Arrival at Chemulpo.

Chemulpo the tide is extremely strong, and ships have to anchor at a distance of nearly two miles from the shore. But the Japanese displayed on this occasion, as on others, their usual method and foresight. Each of their transports carried a number of large, flat-bottomed sampans, or native boats, while a host of small steam launches and tugs arrived from Japan, contemporaneously with the coming of the transports. The launches were to tow the sampans against the strong tide. To carry provisions and ammunition for the troops when placed ashore, a number of two-wheeled Japanese carts, each dragged by two or three military coolies, were brought in

A SKIRMISH WITH THE RIVAL OUTPOSTS.
This took place on February 28 at a point half a mile north of Ping Yang.

JAPANESE EN ROUTE FOR PING YANG. [R. L. Dunn photo.

the ships, packed cleverly, with the wheels removed and tied across the carts, so that they took up little space. With them were some larger carts, drawn by Japanese or Korean ponies. Of field artillery there was little, since the Korean roads were too bad for guns of weight and power; but the 12th Division's guns were

JAPANESE INFANTRY AND TRANSPORT CROSSING A PONTOON BRIDGE OVER THE TATUNG RIVER.

JAPANESE TROOPS RESTING ON THE SAND OPPOSITE PING YANG. [R. L. Dunn photo.

JAPANESE CROSSING THE TATUNG RIVER INTO PING YANG [R. L. Dunn photo.

GENERAL INOUYE.
Commander of the Japanese 12th Division.

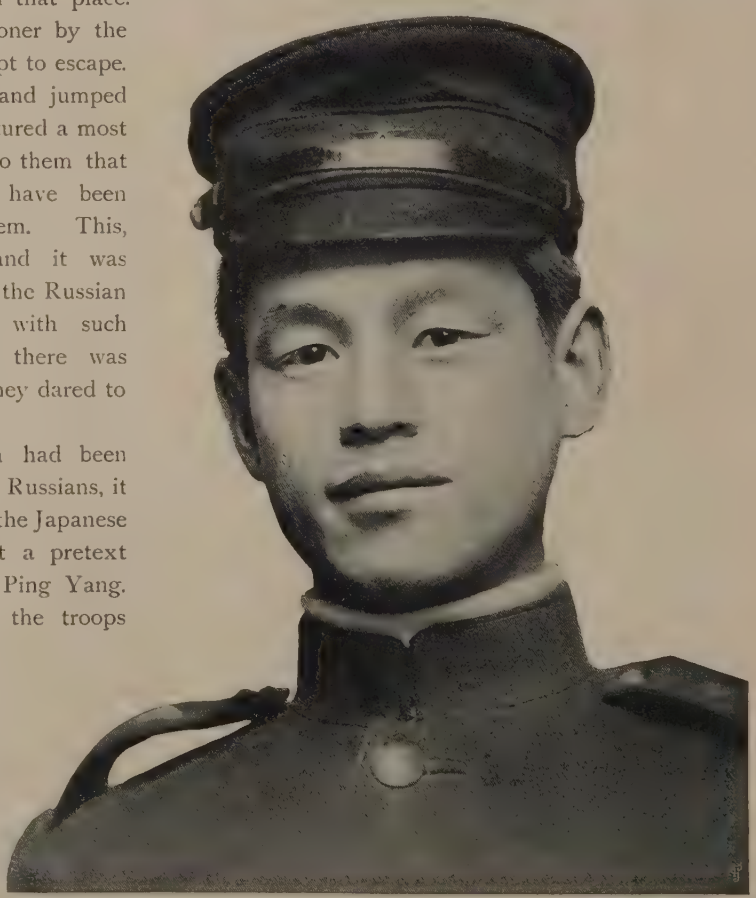
mainly of the mountain pattern, carried on mules or pack-horses, which, no doubt, was one of the reasons why this force had been selected as the vanguard. To assist in moving the stores and supplies to the front, a host of Korean coolies were engaged by the Japanese at wages which were fabulously high for the Far East. These Koreans were capable of carrying with ease 150 lb. weight upon their backs for a long day's march.

As fast as each Japanese unit arrived, it was hurried by train to Seoul, and thence pushed forward in the direction of Ping Yang, the strategic centre of Northern Korea. Great was the Japanese fear that the Russians would anticipate them by seizing this point. As there were circumstantial reports, early in February, that the Russians were crossing the Yalu in force, the Japanese resorted to a very ingenious ruse. An officer of the General Staff, Major Togo, with a little detachment of eight men, was sent north to Wiju. He had upon him what looked like important papers—the outline of a plan for moving 75,000 men to Ping Yang, and letters which appeared to show that there was already a large Japanese garrison in that place. He allowed himself to be taken prisoner by the Cossacks, making an ineffectual attempt to escape. The Russians examined his papers, and jumped to the conclusion that they had captured a most important prize, as it never occurred to them that the letters and despatches might have been specially concocted to mislead them. This, however, actually was the case, and it was because of Major Togo's papers that the Russian forward movement was conducted with such extreme caution, at a time when there was nothing to resist the Cossacks had they dared to take some risks.

A Japanese Ruse.

To support the documents which had been allowed to fall into the hands of the Russians, it was necessary for the Japanese to place at least a pretext of a garrison in Ping Yang. It would have been impossible for the troops landed at Chemulpo to march to the town in time, so a small detachment of 250 infantryman was landed at Haiju, the nearest port which was free from ice. In a direct line, the distance was 85 miles over bad roads, through difficult country, and the weather was terribly severe. Nevertheless, such was the magnificent

The Ping Yang Garrison.



[Adelphi Press Agency.
A TYPICAL JAPANESE INFANTRYMAN OF THE FIRST RESERVE.

JAPANESE INFANTRY WAITING TO ENTER PING YANG. [R. L. Dunn photo.

The picture shows a company of 14th Infantry resting on the frozen sand by the side of the highway over which they marched 130 miles northward from Seoul. The clumsy native ferry crossing the Tatung River at this point, Son Kioni, was helpless for troop transport, and the force was in bivouac while the engineer and sapper companies, and hundreds of Korean coolies, threw a bridge across this approach to Ping Yang. The bridge-building activity is visible in the background of the photograph. The march of these troops from Seoul to Ping Yang was made along the ancient road to Pekin, which was a quagmire most of the distance, crowded with cavalry, infantry, pack-trains, bullock-carts, and long trains of white-clad natives, burdened with bags of provisions, plodding knee-deep through slush and mud. Freezing by night, stumbling and slipping all day, each soldier carrying sixty pounds of equipment, this infantry column was swept along at a speed of from fifteen to twenty-five miles a day.

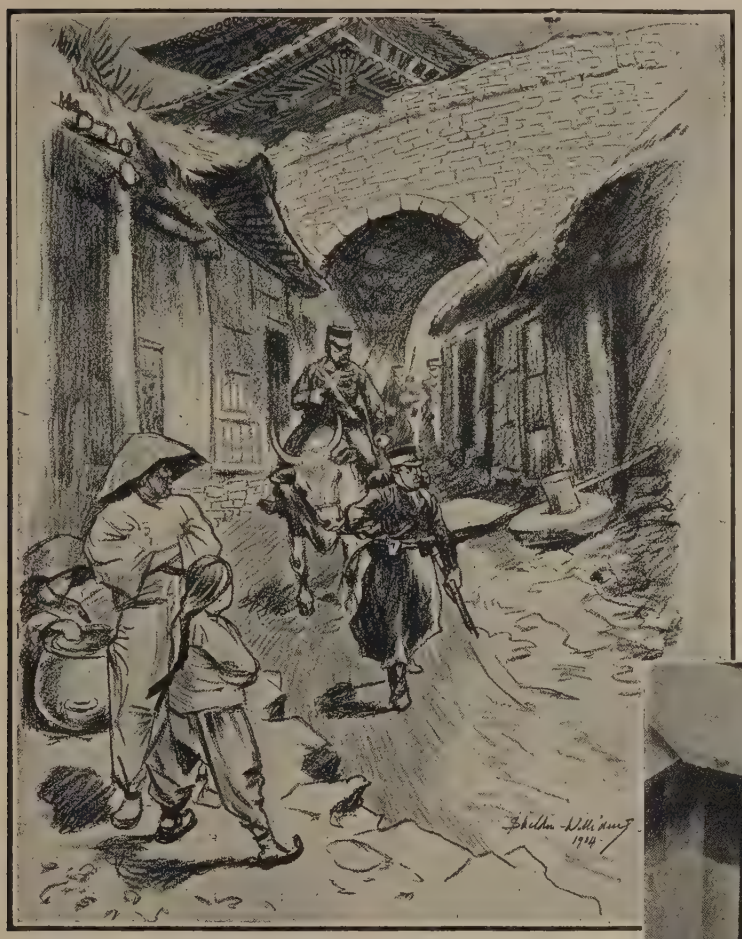
A GLIMPSE AT PING YANG FROM THE RIVER TATUNG.
It is now occupied by the Japanese, and was the scene of an important battle between the Chinese and Japanese.

spirit of the Japanese troops that they accomplished their march in four days, and in the very nick of time entered Ping Yang. Not one man fell out of the ranks during the march, notwithstanding the long distance covered, the snowstorms, the bivouacs in the frost and ice. The moment the city had been seized, the handful of Japanese set to work to fortify it and to repair the breaches in its ancient walls. The order had been given to them that they were not to surrender, but to fight to the last, and it was no idle boast, as they were prepared to a man to fulfil it. With all possible speed a Japanese brigade was hurried up from Chemulpo, to reinforce this small but heroic advance guard; yet, despite the most strenuous efforts, it was still a day's march off when the Russians appeared before Ping Yang.

This was one of the most critical moments of the campaign. But bravery and judgment brought the Japanese through it with success, at the expense of the sagacity and the fighting power of the much-vaunted Cossacks. On February 20, four hundred Cossacks, detached from a force under General Mistchenko, which had crossed the Yalu at Wiju, entered the little Korean village of Sonchong, distant somewhat over a hundred miles from Ping Yang, and

Russian Advance to Ping Yang.

CAPTURE BY THE JAPANESE OF THE GATE OF PING YANG, FEBRUARY 28.



JAPANESE OFFICER RIDING AN OX,
And led by a soldier, entering Ping Yang.

the telegraph which Japanese agents had cut, and made Anju, only 50 miles off Ping Yang, his headquarters. Thence, on February 28, five strong Russian detachments were pushed south, up to Ping Yang, to ascertain whether the reports that a large Japanese force was there were really correct.

It was a solemn moment in the campaign, and in the annals of the world, when over the snow-clad hills to the north, the Cossacks in their dull green uniforms came into sight of the ancient and holy city of Korea—the city that had seen many generations of mortal men and such strange vicissitudes in human affairs. It had risen to greatness in the days when David and Solomon ruled over the people of Israel. Its records stretched back unbroken for over three thousand years. And now its historic walls were to witness the rolling back of the tide of the Western invasion, which throughout the nineteenth century had seemed to threaten the life of Asia with submergence. As the Cossacks came on, the

A Critical Moment

marched on to Chongju. It was followed by two whole regiments of Cossacks with seven mountain guns, while behind this force again came Russian infantry. The object of this formidable column had originally been to seize Ping Yang; but alarmed by the tone of the papers found on Major Togo, and without any information from his own Intelligence Department, General Mistchenko had determined to make his advance very cautiously. He had much baggage with him, whereas the Japanese had marched unencumbered, and he himself rode in a carriage. As one result of this, his movements were deliberate in the extreme. As he moved, he repaire

[R. L. Dunn photo.
KOREAN SENTRY AT THE GATE OF PING YANG
WHEN THE JAPANESE TROOPS ENTERED.

[R. L. Dunn photo.

JAPANESE ENTERING THE GATE OF PING YANG.

handful of Japanese manned the northern wall of the city, and opened upon them the most rapid fire possible with magazine rifles. The roar of the fusillade seemed to betoken the presence of a large force, and, without more ado, the Russian officer in command closed up his telescope and gave the order to retire. The dark columns recrossed the snow-clad hills, and for the Japanese the crisis had passed without a single man on their side being killed.

So bold a front had been shown by this little band of Japanese heroes, so deep an impression had Major Togo's papers wrought on General

THE JAPANESE SECOND **DIVISION ENTERING PING YANG.**

This division was commanded by Baron Nishi and consisted of 20,000 men.

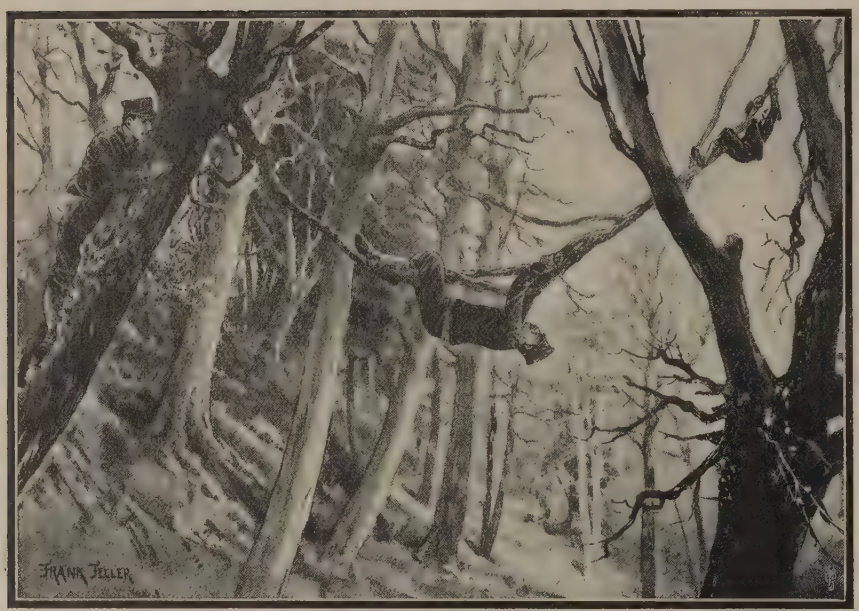
JAPANESE PIONEERS (5TH DIVISION) BUILDING A BRIDGE AT YOSHIMA.

Mistchenko's mind, that he seemed from this moment to be seized with panic, which was not allayed when the rumour reached him that a strong Japanese force had landed at Gensan, on the east coast of Korea, a hundred miles away, and was marching over bad mountain roads to cut him off. Yet this force had no substantial existence; it was another of the chimeras artfully created by the Japanese Staff to terrify the Russians, which worked with admirable effect. To their stupefaction, the people of Chongju saw the Russian columns hurrying northwards, back to the Yalu, though only a few days before they had been vaunting their determination to deal a heavy blow at the Japanese. The Russian privates reported that they had been to look for the Japanese and had not found them; their officers sadly declared that reinforcements which had been expected had failed to arrive, and that, in consequence of a change in the plan of campaign, they were returning north to Manchuria. But when

The Russians Retire.

[Drawn by Sheldon Williams.

THE FIRST JAPANESE RESERVES MARCHING THROUGH THE STREETS OF TOKIO EN ROUTE FOR THE FRONT



[Drawn from an official photograph.
JAPANESE SOLDIERS AT TREE-CLIMBING DRILL.

Sonchong was reached, the Russians halted and stopped their retreat. Their communications were no longer in serious danger, and they waited for the coming of the Japanese, pushing out small patrols to the south, to ascertain what was happening in that quarter. Meanwhile, the Japanese were pouring every available man into Ping Yang, and early in March were in an absolutely secure position.

Having seized Ping Yang, there was a pause in the Japanese movements till the ice upon the coast should thaw, and a landing at some point nearer the Yalu than Chemulpo become practicable. Early in March the ice broke at Chinnampo, a port on the Tatung River, close to Ping Yang, and hither the Guards and 2nd Division were at once despatched and disembarked, completing General Kuroki's army. Even so, they did not bring with them their heavier artillery; that was left on board the transports, to be moved by

Disembarkation at Chinnampo.

JAPANESE TROOPS ENTERING A KOREAN VILLAGE. [R. L. Dunn photo.

RETREATING COSSACKS FIRED AT BY JAPANESE.
This incident took place on March 28, after the Japanese had razed the castle of Chongju.

sea as close as possible to the Yalu, and thus avoid the exhausting journey by land over the execrable Korean roads. Chemulpo was for all practical purposes abandoned, and a new base was created—one of the results of the command of the sea being that an army advancing parallel with the coast can perpetually shorten its line of communications by seizing fresh bases as the advance proceeds. On March 12 a Japanese detachment was pushed forward to Anju, after an interchange of shots with the Russians at Pak-chon on the 8th, without any serious fighting, and began to bridge the river there.

[Adelphi Press Agency.
A MEMBER OF THE JAPANESE ARMY MEDICAL CORPS.

Japanese Organisation.

In the advance the Japanese moved unencumbered with baggage, and suffered great hardships, having to sleep at night, wet through, on the snow, so that many fell out with dysentery or pneumonia. Yet every possible precaution was taken for their welfare, and they themselves showed the noblest spirit. They were well clad to face the cold, and each carried a thick blanket, in addition to a heavy greatcoat. All along the line of their advance depots of food appeared as if by magic, illustrating the care and forethought of the Japanese commissariat. European observers were startled by the evidence of organising power which they saw, and by the extraordinary efficiency of the troops. There was no shouting of orders among the Japanese; there was no display;

no military bands accompanied the dark blue legions as they streamed northward to meet the forces of the Czar; the Japanese host seemed almost to move by stealth. A veil of profound obscurity hid even the smallest incidents from the outside world; the Japanese nation was not conducting this war for the benefit of newspaper readers, but to safeguard its very existence. Correspondents were not welcomed, or allowed to telegraph any but the veriest trivialities. It was Asia, Westernised and reformed, going forth to battle, and from of old Asia has preferred silence to talk. And the effectiveness of this policy of silence and secrecy was greatly increased by the deficiencies of the Russian Intelligence Department, which remained in almost complete ignorance of the movements of the Japanese. The Russian maps were defective, while the Japanese were perfection; the Russians lacked interpreters, and so were at the mercy of every rumour, while the Japanese had taken care to train for this purpose a large number of their own citizens.

As it is one of the excellent customs of the Japanese, while hoping for success, to make every preparation for defeat, in the rear of the advancing army strong fortifications were constructed at Ping Yang, and on the high ground to the south of that town, between it and Seoul, upon which a beaten army could retire and receive reinforcements by sea. At the same time the construction of a light railway between Seoul and Ping Yang was taken actively in hand. After prolonged negotiations, on February 23 a Treaty between Japan and Korea had been signed, which virtually placed Korea under Japanese protection and rendered it a Japanese province. Suggestions were made by various European Powers to England and the United States that they should protest against this course of action on the part of the Japanese, but neither Government would take any step likely to embarrass Japan, and these suggestions were gently but firmly declined. One curious result, however, this Treaty did produce. The Russians got wind of the negotiations before the Treaty was signed, and claimed that, since Korea had joined Japan as an ally in the war, the case provided for under the Franco-Russian Treaty of Alliance had arisen, and France was bound to support Russia. This, it need scarcely be said, would have brought England into the field forthwith, under the terms of her Treaty with Japan, and the consequence of the Russian action was a great panic on the French Stock Exchange on February 20, accompanied by the failure of one or two French firms. But the French Government wisely declined to intervene, so that after this crucial test it was evident that foreign intervention in the war was little to be feared. This was the first great service which Japan reaped from her foresight in concluding the Alliance with Great Britain.

Japan's Treaty With Korea.

Late in March, after considerable delay, due to the badness of the roads and the severity of the weather, the Japanese advance was resumed from Anju, and on the 17th the outposts of the two armies were in touch on the little river Chengchong, which flows just to the north of Anju; a week later, on March 23, there was a brush between 100 Cossacks, who were scouting on this river, and 30 Japanese cavalry. A few volleys were exchanged, and the Japanese lost a couple of men, while some small loss was inflicted upon the Russians. The latter, on seeing that Japanese reinforcements were coming up, fell back towards Chongju, while the Japanese advance guard seized the line of the Chengchong, and fortified a strong position along it. The Russians had now withdrawn all their infantry and artillery across the Yalu, and were reported to be strongly fortifying a position on the mountains north of that stream, near Kuliencheng; a thousand Cossacks remained to the south to watch the Japanese movements.

The Affair of Chongju.

On the 28th the first combat of the land war took place at Chongju. That day 600 of the Transbaikal Cossacks were sent south by General Mistchenko, under General Pavloff, to attack a small detachment of Japanese reported to the south of Chongju, which place was understood not as yet to have been seized by the Japanese. The Russians reached Chongju, and occupied it, but took no precautions to place it in a state of defence. It is an ancient walled city, which has fallen into decay, and which contains large open spaces within its walls. Just as the Russians had effected their entrance, a number of Japanese scouts, supported by a small body of mounted men, appeared outside the south gate of the city, and, approaching somewhat incautiously, were received with a heavy fire. Their position was for some hours precarious, when fortunately for them a strong detachment of Japanese infantry, which was moving against Chongju from the east, arrived outside the east gate of the town, opened fire on the Russians, and seized an important eminence, from which the Japanese could threaten the retreat of the Russians. Noting this movement, the

No. XIV.

AN AFFAIR OF OUTPOSTS DURING THE JAPANESE ADVANCE THROUGH KOREA TO THE NORTH.

This fight took place at Chongju on March 28.

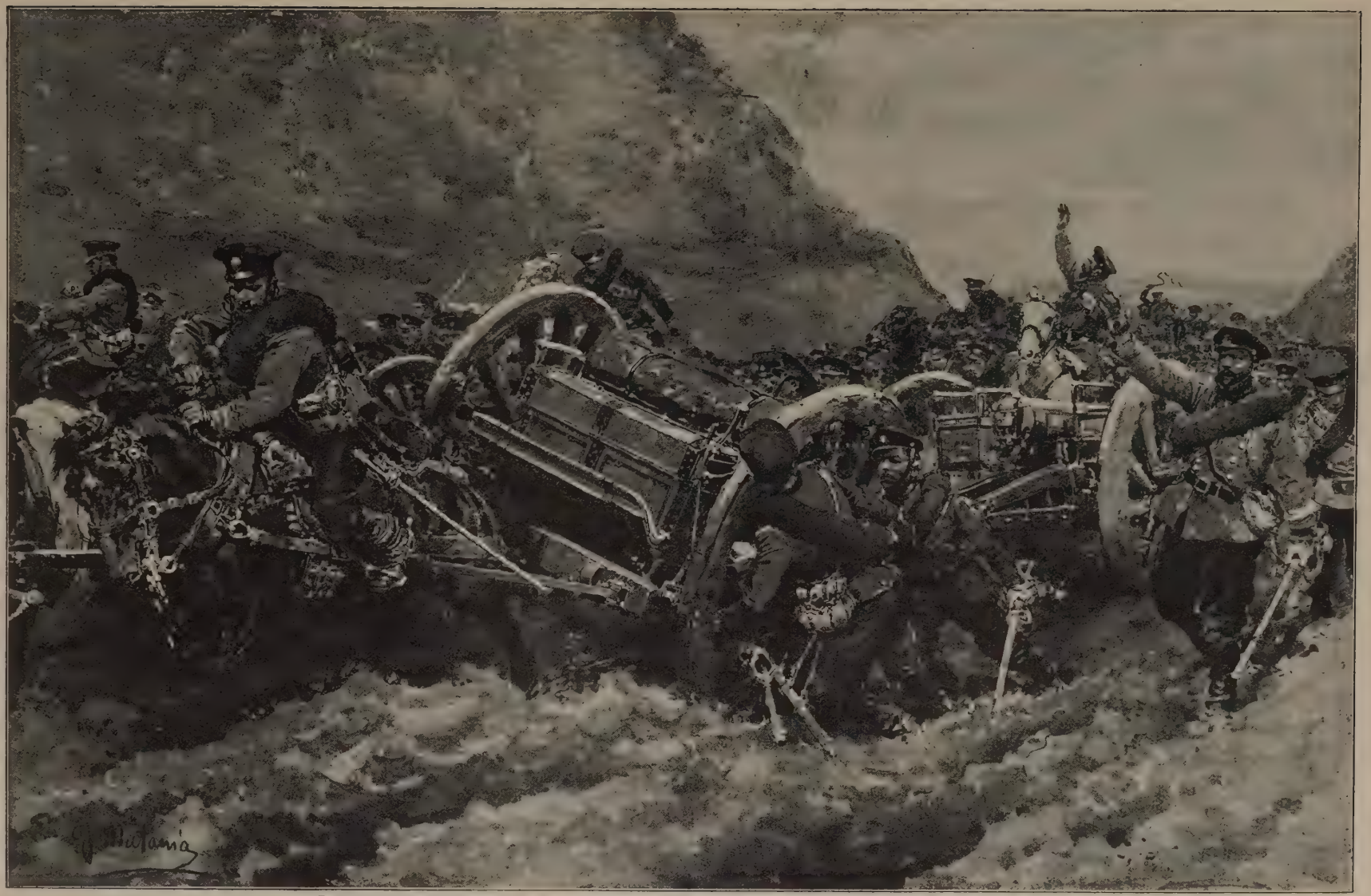
BRIDGE-MAKERS OF THE RUSSIAN ARMY.
The 6th Pontoon Battalion of the Engineers.

Cossacks, in fear of being cut off, hurriedly evacuated the town, falling back on a wood outside it. Here they were repeatedly attacked by the Japanese, who charged them with the utmost determination, and finally drove them back with a loss of some 20 officers and men killed or wounded. The Japanese loss was 16, though it was absurdly exaggerated by the Russians, who pretended that 40 Japanese had been buried and 100 wounded carried off.

The performance of the Cossacks in this encounter was not a very satisfactory one, and they abandoned a strong position with insignificant loss, though by holding it resolutely they might have caused the Japanese some inconvenience. Indeed, the Japanese were amazed at the apathy with which the Russians permitted them to occupy position after position, almost without firing a shot, and to move forward, practically unresisted, from Chemulpo to the Yalu. After the affair at Chongju, the Japanese rapidly advanced, with all their three divisions concentrated, ready to accept battle if the Russians offered it; but once more there was no real resistance, and on April 4, at 11 a.m., they entered the town of Wiju, which stands on the banks of the Yalu, opposite the Chinese city of Kulien-cheng. The first stage of the land war was over, and the Japanese were in undisputed possession of Western Korea. No Russians remained to the south of the Yalu, but on the opposite bank a formidable position could be made out which had been entrenched, though the works were not as yet of a strong nature. There were reports that an army of 40,000 Russians, under General Sassulitch, was stationed there to dispute the passage, but the

Japanese Occupy Wiju.

RUSSIAN TROOPS OFF TO THE FRONT. [J. F. J. Archibald photo.



RUSSIAN TRANSPORT TROUBLES IN MANCHURIA—A BATTERY IN DIFFICULTY

REGIMENT OF RUSSIAN INFANTRY ON THE MARCH.

Japanese were not misled by these tales. They ascertained that the Russian strength was between 15,000 and 20,000 men, with only a moderate amount of artillery, and that there was no prospect whatever of its being reinforced in the immediate future. They set to work to prepare the crossing of the river—always a difficult and dangerous task in the face of an active and well-handled enemy, but the preparations involved some weeks' pause in the operations.

As for the Cossacks withdrawn from Western Korea, they appear to have retired northwards, and then to have made a wide sweep and crossed the Yalu at Chosan, with the object of making a fresh southward movement in Eastern Korea. At the same time, according to Russian telegrams and reports, a large Russian force was assembling on the River Tumen, which marks the boundary between Korea and Siberia. It was destined to move southward along the east coast, and threaten Seoul. But as this army only existed in the imagination of the Russians, being actually represented at this date by a few hundred Cossacks, the Japanese paid little or no attention to its doings, and complacently permitted it to waste its energies in this remote field of the war amongst the snowy mountains and uninhabited wastes of north-eastern Korea. On March 25 the Cossacks were reported at Pukchon, some distance to the north-east of Gensan, where the Japanese had a garrison, and they burned the Japanese settlement at the little Korean port of Songchin. These achievements were of no serious importance, and had no influence on the course of the war other than to weaken the Russian forces in Manchuria, where it was vital for them

Russia's Useless Enterprises.

THE NEWSPAPER CORRESPONDENT CONCEALED HIMSELF IN THE SHAFT-FUNNEL OF THE "HANYEI MARU."

TROOP OF URAL COSSACKS IN THE FIELD. [Bolak photo.

to be strong. The Japanese were perfectly aware that the Russians could not do any real damage or advance to any great distance, since the roads by which they and their trains of waggons would have to move ran along the coast, so that at any moment it chose the Japanese Fleet would be able to cover a landing which would cut off the Russian retreat. Thus the Russians were left free to commit mistakes and to dissipate their forces in useless enterprises.

CHAPTER XIX.

THE PORT ARTHUR FLEET GAINS THE OPEN SEA—SECOND ATTEMPT TO CLOSE THE HARBOUR.

After his bombardment of Port Arthur on March 22, Admiral Togo left the Russians for some days to their own devices, while he prepared four ships for another attempt to close the harbour. Yet, though the

THE JAPANESE BLOCKING-PARTY.

These are the crew of the "Hokoku Maru," who participated in the first attempt to block Port Arthur under Commander Hirose, who sits third from the right in the front row.

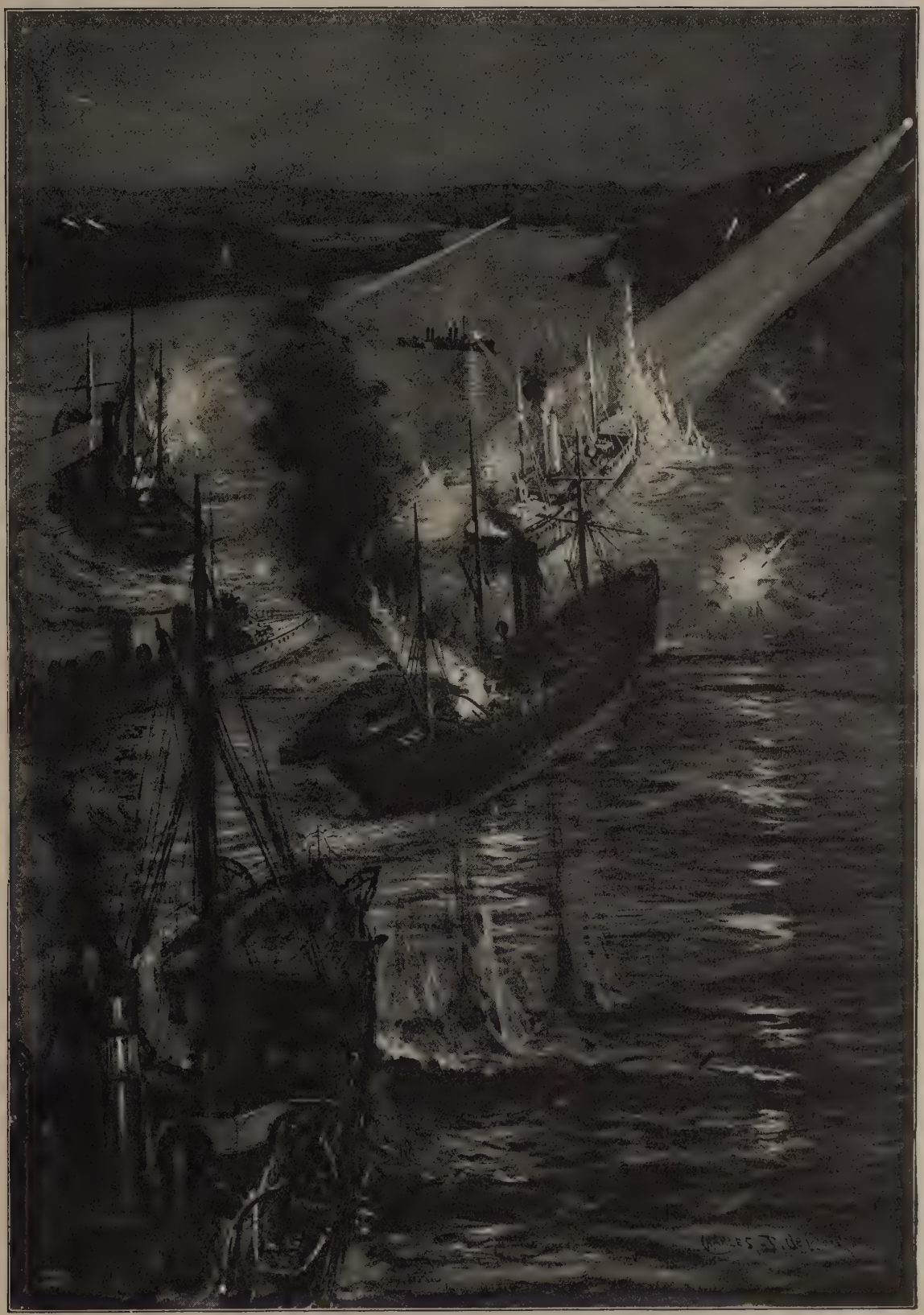
THE MOON SHONE BRIGHTLY AS THE JAPANESE FLEET STEAMED TOWARDS PORT ARTHUR ON THE SECOND BLOCKING EXPEDITION.

Watching Port Arthur.

Japanese had to all appearances disappeared from the waters of the Gulf of Korea, they kept Port Arthur under occult observation, and Admiral Makarov was able to move nowhere without their being aware of his absence from his base. How exactly this close surveillance was accomplished remains something of a mystery, and there are good reasons why the veil should not for the present be lifted. But in the following days the Japanese had one moment of extreme anxiety.

RUSSIAN SOLDIERS AND NURSES ON THEIR WAY TO THE FRONT.

On March 26 it was known that Admiral Makarov had put to sea from Port Arthur, and was steaming southwards, apparently with the intention of running along the Chinese coast for the open sea and Vladivostock. Many Japanese officers with Admiral Togo's fleet, which was stationed in the Hall Archipelago, on the Korean coast, were in



THE SECOND ATTEMPT TO BLOCK PORT ARTHUR.

Russian ships and batteries repelling Admiral Togo's second attempt to seal up Port Arthur by sinking merchant ships. Four merchantmen were sent in by the Japanese, accompanied by six torpedo-boats.

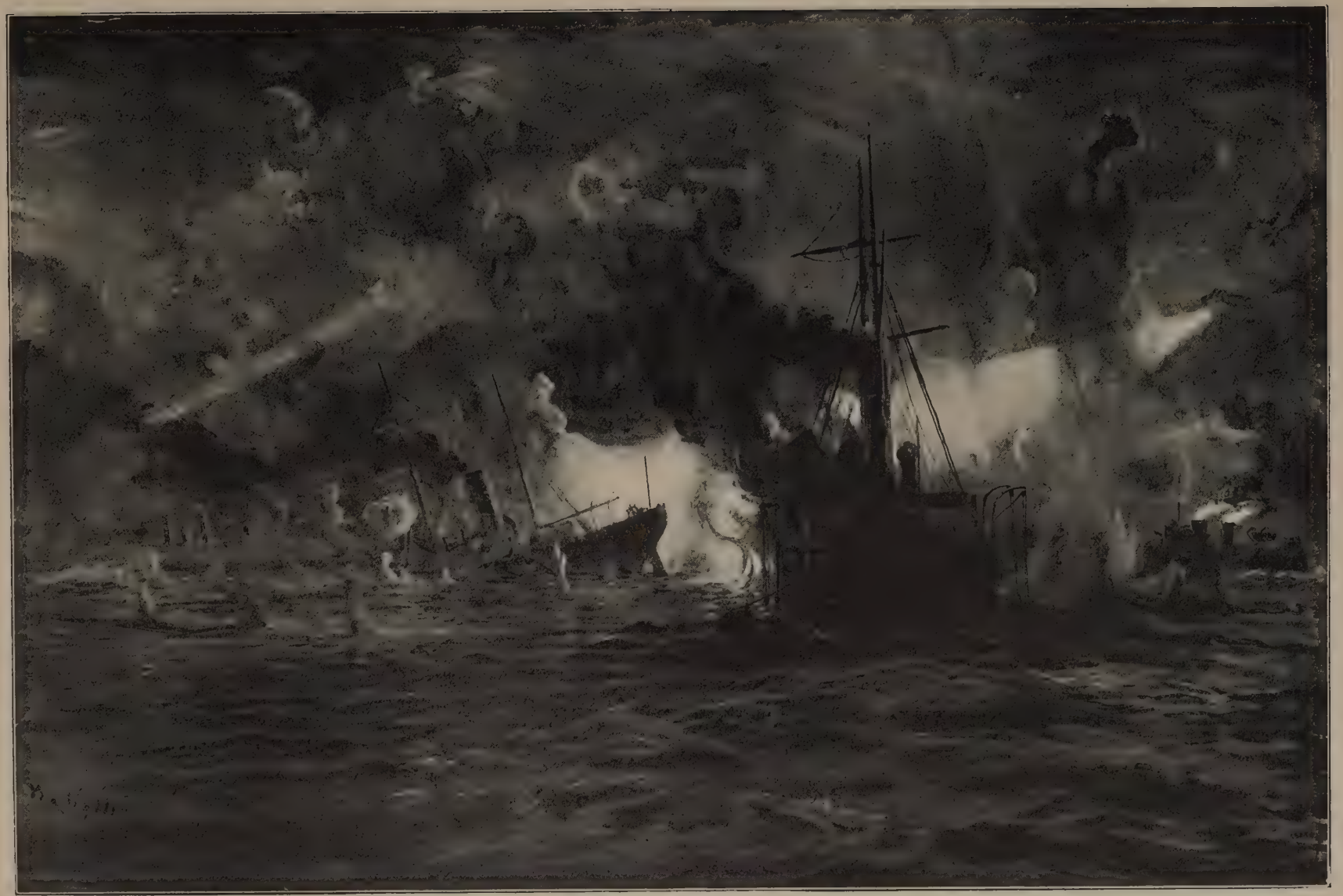
[Photo by Charles Urban Trading Co., Ltd., London and Paris.
COMMANDING OFFICERS OF THE BAIKAL COSSACKS.

favour of steaming forthwith for the Straits of Korea to intercept his passage. But Admiral Togo, with the calm and balanced judgment which is the greatest endowment a commander-in-chief can possess, argued that Makarov would never dare so greatly; that he could not abandon Port Arthur, leaving in it two battleships and a cruiser unfit for sea; and that, though the wisest course for him would have been to quit Port Arthur, political reasons and the fear of incurring the Czar's displeasure would prevent his taking so bold a step. In this opinion subsequent events proved that Admiral Togo was triumphantly correct, and once more demonstrated his supreme excellence as a leader in war.

Adventures of the "Hanyei Maru."

As a matter of fact the Russians did not venture far afield. They were burning Japanese coal, which makes dense clouds of smoke, so that their course could be easily followed from a distance, while the Japanese used only Welsh coal, which costs double or treble as much, but makes no smoke at all. Hence the Japanese had secured invisibility, and could watch their enemy, themselves unseen. The Russians put to sea early on the morning of March 26 with the battleships *Peresviet*, *Petropavlosk*, and *Pobieda*, and the cruisers *Bayan* and *Askold*, and searched the Miaotau Islands for any traces of Japanese destroyers. They were thus engaged inside Chinese waters when suddenly a small steamer came into view. The vessel was the HANYEI MARU, and had been engaged by a Tokio newspaper, the "Asahi," whose correspondent she had on board. Seeing several destroyers, and, in the far distance, the forms of numerous large warships, her crew jumped to the conclusion that this was Admiral Togo's fleet, and stood boldly towards the strangers. They were still within the Chinese territorial limit when the destroyer *Vnimatelny* closed with them, and discerning her Russian flag, they discovered what a serious mistake they had made. It was too late to run. The Russian vessel came up, fired a shot over them, and then boarded the HANYEI MARU. The Japanese captain hid in the bunker; the correspondent concealed himself

THE 23rd BATTERY OF RUSSIAN ARTILLERY LEAVING GATSCHINA, NEAR ST. PETERSBURG.



THE FOUR STEAMERS UNDER FIRE.

No. XIV. * At 2 a.m. four steamers filled with concrete steamed in. The Russian searchlights discovered them. All the vessels were sunk, but the entrance was not successfully blocked.

ONE OF THE FORTS OF PORT ARTHUR.

in the shaft-funnel, while another of the crew hurriedly got under coils of rope that were lying about, and so escaped discovery.

The rest of the crew, some seventeen in number, were taken off by the Russians, who now, supposing there was no one left on board, began to fire at the HANYEI MARU to sink her. The men hidden on board found themselves in the most unenviable predicament. They could hear the shots striking, and expected each moment to be their last. Fortunately for them, their trial did not last long; signals were made from the fleet for the Russian destroyer to return, and she steamed off, leaving the HANYEI MARU, with a dozen holes on the water-line, slowly filling. The Japanese emerged from their hiding-places, and saw, to their great relief, that a Chinese junk was coming up astern; with some difficulty they persuaded her crew to receive them on board. The seventeen Japanese prisoners taken by the destroyer were liberated and placed on another Chinese junk, which was encountered by the Russian Fleet as it was returning to Port Arthur.

When this exploit had been accomplished, the Russians returned to Port Arthur, after steaming for an hour or two in the direction of Wei-hai-wei. Though they made no attempt to run for Vladivostock, the Japanese determined, if possible, to deprive them of any chance of repeating their sorties.

That same evening the Japanese Fleet, consisting of two battleships — the others were on detached duty, or undergoing an overhaul — six armoured cruisers, four protected

RUSSIAN ARTILLERY IN CAMPAIGNING OUTFIT IN MANCHURIA.

THE DEATH OF COMMANDER HIROSE.

He stood up deliberately, and as he rose was struck on the head by a shell

[Photo Charles Urban Trading Co., Ltd., London and Paris.
THE SOLDIERS' CANTEEN HALF WAY ACROSS LAKE BAIKAL.

cruisers, and sixteen torpedo craft, including destroyers and the large new torpedo boats with which the Japanese Fleet was equipped—vessels almost equal in their fighting qualities to destroyers—set out from the naval base, convoying four merchant steamers which had been prepared for sinking in the fairway. The vessels, as before, were filled with stones and old rails, over which liquid cement had been run, converting the contents of their holds into huge monoliths of stone and steel, almost indestructible, except by heavy and prolonged blasting. Their names were the FUKUI MARU of 2,944 tons, the CHIYO MARU of 1,746, the YONEYAMA MARU of 2,693, and the YAHIKO MARU. All were old vessels of small value. On this occasion they were armed with a few old Hotchkiss quick-firing guns, for use against the Russian torpedo craft. In command of the vessels were the same officers as on the previous occasion; they had claimed it as a right, and Admiral Togo had felt himself unable to refuse. The crews, however, were changed. Commander Arima was in charge of the

The Four Steamers.

[Photo Charles Urban Trading Co., Ltd., London and Paris.
TRANSPORT SLEDGES FOR TRANSIT ACROSS LAKE BAIKAL.

attempt, while under him was the gallant Hirose, now promoted to commander's rank, for his bravery in sinking the HOKOKU MARU in the previous expedition. Hirose was in the FUKUI MARU, the best and fastest of the steamers employed; he had sworn to close the entrance this time or to perish in the attempt, and he fulfilled his vow.

The seamen and stokers of the explosion ships were picked from all the vessels of the Japanese Fleet. As an example of the spirit that moved the fleet, this speech made by the ASAMA'S commanding officer, Captain Yatsushiro, to the volunteers selected on board the ASAMA for the first attempt to close the harbour may be quoted. It deserves to live in the memory of man for its note of splendid devotion and chivalry:

Captain Yatsushiro's Speech.

COMMANDER HIROSE, THE BRAVE JAPANESE WHO LOST HIS LIFE LOOKING FOR HIS FRIEND SUGINO.

WARRANT-OFFICER SUGINO LOST HIS LIFE IN THE ATTACK ON PORT ARTHUR ON MARCH 27, THOUGH HIROSE DID HIS BEST TO SAVE HIM. HE AND HIROSE HAD RECEIVED DIFFERENT CLASSES OF THE ORDER OF THE GOLDEN HAWK THE DAY BEFORE THEIR DEATHS.

"In ordering you upon this mission," he said, "I feel as I should if I were sending my own beloved children to their certain death. Yet had I a hundred children, I could not but wish that they might all have the privilege of undertaking an errand so heroic; had I but one child, I should yet pray that this one might be chosen to face death in the performance of a mission so glorious. You, my dear comrades, have been honoured with the discharge of this great duty. I adjure you to work—to work, though wounded and maimed, to the very end. And above all, fail not in instant and strict obedience to the orders of those who are set over you.

"I do not ask you to sell your lives cheaply; I do not say that you will gain fame by sacrificing them needlessly; nor need I tell you that you must be prepared to fall in the interests of honour and duty. You will not shrink from death if that duty demands. I give you wine to take with you; you will not use it to fill your hearts with courage, but only and solely for the injured and wounded. You represent the men of the ASAMA;

CHILDREN OF THE WARRANT-OFFICER SUGINO, FOR WHOM HIROSE WAS LOOKING WHEN HE LOST HIS LIFE.

THE CREW OF COMMANDER HIROSE'S VESSEL.

These men belonged to the ship on which the commander lost his life. The two small boxes held by one man contain the remains of Commander Hirose and of the Master-of-Arms Sugino, for whom Hirose was searching. A is the Chief Engineer Kurila, who was wounded, B and C are seamen's coffins.

do not forget that it would be an exceeding disgrace were it said that they risked their lives only under the glow of excitement which wine gives. I long for the glorious moment when you may return to us, if the Almighty so decrees, after the successful fulfilment of your duty. Then shall we testify our joy by drinking to you in that same wine which you now take with you.

"Go, therefore, dear and brave comrades, with perfect faith in the grace of Heaven and courageous submission to the will of God; go, and with serene confidence discharge the great task now entrusted to you."

At dusk the Japanese Fleet drew near to Port Arthur. The evening was a perfect one; the sea calm and smooth; and far away in the gloom the intensely bright glare of the Russian searchlights could be discerned, as from minute to minute they swept the horizon, searching for signs of the Japanese torpedo flotillas. The moon shone brightly during the earlier part of the night, but was due to set at midnight. Two hours after that time the attempt to close the harbour was to be made. The steamers, with their escort of torpedo boats, parted company with the main Japanese Fleet, and steamed as close as was possible without coming within range of the Russian searchlights.

HIROSE'S SHIP, THE "FUKUI MARU," ON WHICH THE COMMANDER LOST HIS LIFE.

The Steamers Get Out.

HIROSE RETURNED TO THE FAST-SINKING HULK OF THE "FUKUI MARU" LIGHTED BY THE FLAMES OF THE RUSSIAN GUNS AND THE GLARE OF THE SEARCHLIGHTS.

Then they waited quietly for the moon to set and the hour for action to arrive.

They watched the play of the great beam of flame on Golden Hill, which ever and anon made its slow circuit, and then as the moon went down they began to move, at first slowly, then at full speed, towards their goal, the harbour mouth.

HIROSE'S BODY ON A GUN-CARRIAGE IN THE STREETS OF TOKIO. [S. Smith photo.

For some distance they advanced undiscovered, with the torpedo craft ahead. The CHIYO MARU led, the FUKUI came second, the YASHIKO third, and the YONEYAMA last. The heights on which stand the Russian forts now loomed up not far ahead; the Russian searchlights showed plainly the direction in which to steer, when suddenly the beam of the immense projector on Golden Hill caught the masts and funnels of the steamers, now only two miles away. It swerved from them, and instantly returned; the glare of it came full in the eyes of Captain Arima, blinding him completely, and in an instant blotting out the cliffs and shore. Then it flashed to and fro as if to signal to the garrison that a new attack was opening; a single gunshot rang out, breaking the silence of night and the echo reverberated and died away among the mountains. Forthwith the Russians stood to arms and a circle of fire glowed where but a moment before the silent and dark forts had been. The sea was torn

Discovered!

THE SCENE IN TOKIO AT THE FUNERAL OF COMMANDER HIROSE. [S. Smith photo.

with a tempest of projectiles; the air was shaken with the concussion of innumerable heavy guns firing with the utmost rapidity; the searchlights no longer played at random over the wide sea, but kept their beams concentrated upon the oncoming ships.

[S. Smith photo.

SHINTO PRIESTS ENTERING THE SHRINE AT AOYAMA FOR THE FUNERAL OF COMMANDER HIROSE.

Through all the din and tumult the Japanese officers steered their ships, with eyes steadily fixed upon the point a little to the left of the searchlight station, where the entrance lay. The men on board them stood ready by the boat-falls, prepared to lower the boats when the order was given; the uproar was so terrific that no sound could be heard but the crash of the cannonade and the loud explosion of the shells and shrapnel. It was a fearful melée, yet, strange to say, the four ships suffered little injury from the hail of Russian projectiles. The men on board were soaked by the spray of the falling shells, but the storm of steel passed idly over their heads or struck the sea beneath their ships. Further out to sea the Japanese torpedo craft, which had now dropped back astern, replied to the Russian fire with their smaller guns, aiming their shells at the searchlights and seeking to attract the attention of the Russian gunners.

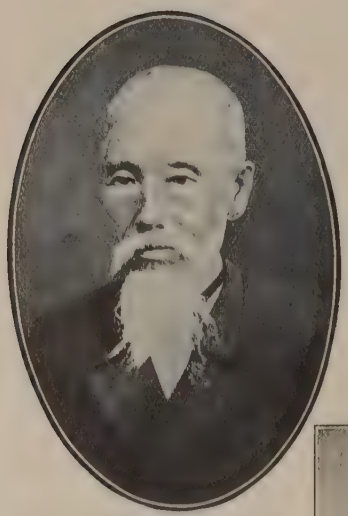
Din and Tumult.

On the Russian side the onset of the steamers is thus described by an officer on board the *Petropavlosk*: "At 2.25," he writes, "the batteries opened fire. Three minutes later Admiral Makarov was on the *Petropavlosk's* deck, where I met him. He took me and Lieutenant Kredoff with him, and all three of us jumped into a steam launch, to see what was happening. . . . Through the blackness of night we saw the blaze of the guns in our batteries and on board our gunboats, which were engaged in patrolling the entrance to the harbour. Just as we reached the entrance, the destroyer *Silny* passed out into the outer harbour, followed a few minutes after by the *Retshitelny*. Five hundred yards away, towards Golden Hill, the outline of a huge Japanese ship showed up through the night as she turned and swung across the channel, and when she had reached the centre of it she let go her anchor. We could hear the loud metallic crash of the cable running out.

On Board the "Petropavlosk."

[Adelphi Press Agency.

THE COFFIN OF LIEUTENANT-COMMANDER HIROSE BEING CONVEYED INTO THE AOYAMA TEMPLE, TOKIO.



THE FATHER OF COMMANDER HIROSE.

fire, in order to prevent an explosion, while he remained himself on board the *Bobr*. As the launch left upon this errand the searchlights revealed three Japanese boats, only a thousand yards from us. Their men were rowing hard and attempting to regain the torpedo flotilla. At once our batteries and our gunboats concentrated a furious fire on these boats, and they became at the same time the target of all the rifles of the infantrymen who had been stationed along the works of the Tiger Peninsula. Projectiles fell all round them, and soon we saw them disappear, though it was not certain that they had been sunk, as, in the shifting play of the searchlights, now they were seen as though in the light of day, and now again they disappeared in the blackness of night. Moreover our

We waited, expecting every instant to see her blow up, but no explosion came. Then on our left, right under Golden Hill, a great column of water and fire rose to heaven, and our boat was violently shaken. Clearly a torpedo had exploded. We moored our launch close under the *Bobr*, which was firing all her guns that would bear ahead upon the Japanese torpedo vessels. These were in the full glare of our searchlights, which showed up plainly the whole coast-line; they answered our fire for some time, and then ceased firing.

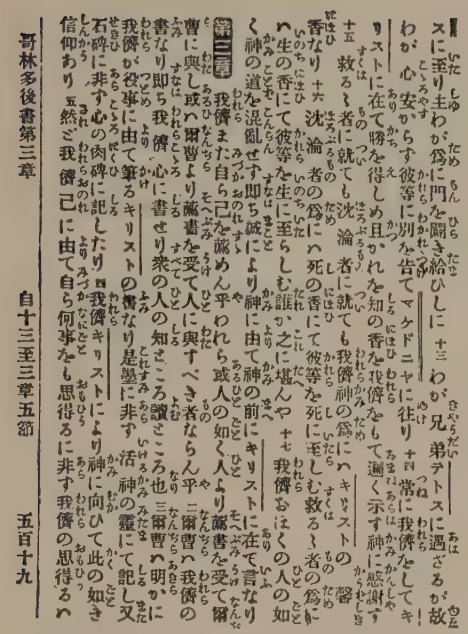
A Furious Fire.

"At this very moment a great blaze was seen on board the large Japanese steamer that had just been sunk across the channel. The admiral ordered the launch which had brought him to the scene to proceed to the steamer and put out the

Melton Prior.
The Russo Japanese War.
Arrival of the fragmentary remains
of Commander Takeo Hirose in Tokio.
He is considered the Hero of the bombardments of Port Arthur.
His remains were enclosed in a box
covered over with the national flag
& carried by 3 naval officers.

[Drawn by Melton Prior.

THE REMAINS OF COMMANDER HIROSE RECEIVED AT TOKIO.



哥林多後書第三章 自十三至三章五節 五百十九

スに至り主わが爲に門を開き給ひしに 十三
わが兄弟テトスに遇ざるが故
わが心安からず彼等に別を告てマケドニヤに往り 十四
リストに在て勝を得しめ且かれを知の香を我儕をもて遍く示す神に感謝す
十五 救るゝ者に就ても沈淪者に就ても我儕神の爲にはキリストの馨
香なり 十六 沈淪者の爲には死の香にて死に至しむ救るゝ者の爲には
生の香にて彼等を生に至らしむ誰か之に堪んや 十七 我儕なほくの人の如
く神の道を混亂せず即ち誠により神に由て神の前にキリストに在て言なり
第三章 我儕また自ら己を薦めん乎われら或人の如く人より薦書を受て爾
曹に與し或は爾曹より薦書を受て人に與すべき者ならん乎 二爾曹は我儕の
書なり即ち我儕の心に書せり衆の人の知こゝろ識こゝろ也 三爾曹は明かに
我儕が役事に由て筆るキリストの書なり是墨に非ず活神の靈にて記し又
石碑に非ず心の肉碑に記したり 四我儕キリストにより神に向ひて此の如き
信仰あり 五然ご我儕已に由て自ら何事をも思得るに非ず我儕の思得るハ

SPECIMEN PAGE OF JAPANESE TESTAMENTS SPECIALLY PREPARED FOR PRESENTATION TO JAPANESE OFFICERS ON THEIR WAY TO THE FRONT.

fire could not have been very deadly, as it was impossible to see how the shots fell or to take aim, and our shells were fired very much at random.

"In the meanwhile the fire on board the Japanese ship had been extinguished, and Lieutenant Pelle, of the *Silny*, came on board the *Bobr* to report that his torpedo craft had destroyed a Japanese steamer under Golden Hill. Immediately after this the *Silny* had been attacked by five Japanese destroyers; had been struck in the engine-room by a shell which burst, killing the engineer and six men; had her commander, Lieutenant Krinizki, and several seamen wounded, and owing to the injury to her machinery, had been compelled to run aground under Golden Hill. . . . The cannonade now diminished in intensity, though again and again the Japanese torpedo craft came close in, attempting to ascertain whether the effort to close the entrance to the harbour had succeeded or failed. Soon after 4 a.m., Lieutenant Kredoff reported that the Japanese steamer sunk in the entrance did not close it; the ship, he said, was laden with coal and stone, but the fire had been put out, and by using tugs it might be possible to move her stern sufficiently to haul her into a position where she would cause little obstruction."

The Fate of the "Fukui Maru."

On the Japanese side the CHIYO MARU successfully accomplished her mission, which was to anchor and blow up just under Golden Hill in the deep water, a hundred yards from the coast. She reached her position without being seriously damaged, and her officers and crew pushed off from her just in time, without any casualties. The FUKUI MARU was to anchor next to her in mid-channel; she also reached her station, and let go her anchor, being the vessel which

[Photo Charles Urban Trading Co., Ltd., London and Paris.
BAIKAL COSSACKS CROSSING THE FROZEN RIVER AT PETROWSK.

THE CREW OF THE "FUKUI MARU" TAKING TO THE BOATS.

the Russian officers observed swinging athwart the fairway. But at this instant the *Silny* fired a torpedo into her, which sank her, indeed, but not thoroughly; the explosion of the Whitehead disconnected the firing-gear of the charges fitted inside her, which were to blow her bottom out and completely to wreck her.

At the moment when the torpedo hit her, Petty Officer Sugino, with whom Commander Hirose had sworn blood-brotherhood, was below, as he had volunteered to go down into the hold at the last critical moment and fire the charges in the ship, even at the cost of his life. When the torpedo exploded, blowing the vessel open, he must have been struck by a fragment of steel and have been killed or mortally wounded. In the meanwhile Hirose had ordered the boats to be lowered, as his work was done, and directed the crew to take to them. So fearful was the uproar that every order had to be conveyed by signs; the voice of man could not be heard in the tremendous tumult. But when the boat was reached, Hirose looked round him and saw that Sugino was missing. This was enough for him. Without an instant's hesitation, he returned to the fast-sinking hulk of the FUKUI MARU, lighted only in his progress over her shattered deck by the flashes of the Russian guns and the glare of the searchlights. He groped in the darkness for his lost comrade; then returned to the boat to discover whether his friend had appeared, and once more, with iron resolution, went back to the hold, and shouted and looked in vain. Thrice was his fruitless search repeated; thrice he came back to the boat, only quitting the FUKUI MARU when

Hirose's Heroism.

RUSSIAN TROOPS ENTRAINING THEIR HORSES. [Bulla photo.

[Drawn by F. Brangwyn, A.R.A. from materials supplied by a correspondent.

WHAT THE MORNING SHOWED—MARCH 27.

When daylight came the Russians sent out small boats to see what had been the result of the Japanese attempt to block the harbour,

[Photo by Charles Urban Trading Co., Ltd., London and Paris.
CHINESE LEAVING HARBIN.

her deck was now flush with the water, and all hope had passed away. Yet his vow remained to be fulfilled, and he was not the man to flinch in the last heroic moment of his life. The hail of shells splashed above and about him; the crew rowed for their safety, when he stood up deliberately, and as he rose was struck on the head by a shell. Portions of his uniform were thrown by the explosion on to the boat, but he himself vanished in the waters, having given up his gallant life for his comrade and his country. His body in full uniform was found some days later by the Russians floating in the harbour, and by them was buried with the honour which so brave a man deserved.

Few deeds in the war were more heroic than his. To some it might seem that he threw away his life, but such is not the true reading of his act. By such devotion the Japanese officer showed his men that he would stand by them to the last; that he regarded it as his sacred duty to share their fate, and to take risks even greater than theirs. Throughout the whole Japanese Navy ran this noble spirit, rendering it invincible in the hour of action, for each officer and man could feel that his comrades would not flinch before any trial. It was the temper of the Elizabethans and of the great English soldier and seaman who wrote in an hour of danger the order: "You shall find me at Punto de Gallo, dead or alive, and if you find not my ships there, yet there you shall find their ashes, for I will fire the galleons if it come to extremity, but run away I will never!" And rightly

The Japanese Spirit.

THE JAPANESE CALMLY MADE SOUNDINGS AND MEASURED THE WIDTH OF THE CHANNEL AFTER SINKING THE VESSELS IN THE MOUTH OF PORT ARTHUR HARBOUR.

THE BATTLESHIP "PETROPAVLOSK" COLLIDING WITH THE "SEVASTOPOL."

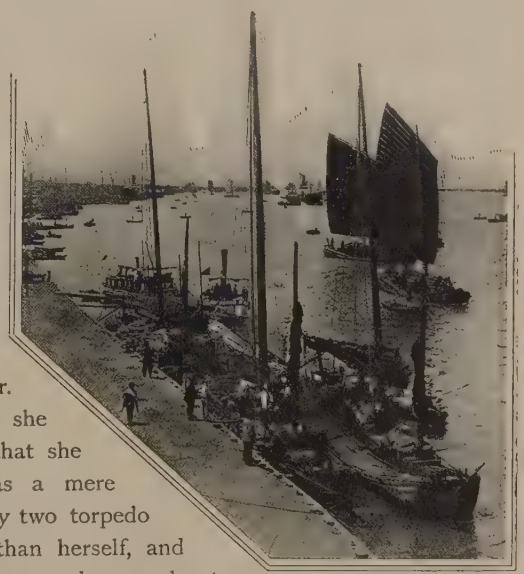
to him was a State funeral granted by the Japanese Government, that the people for which he had died might remember his name and his deed to all time.

The Attempt Unsuccessful.

While these stirring events were happening about the wreck of the FUKUI MARU, the YAHIKO had run into the western side of the channel and sunk successfully under the Pinnacle Rock. The fourth steamer, the YONEYAMA, had the difficult task set her of closing the gap which yet remained. As she headed for it, suddenly a four-funnelled Russian vessel, spouting flame from funnels and from guns, loomed up right in her way; she brushed against the vessel with a crash; its guns poured shell into her hull, and with their flash scorched the seamen at the boat-falls, bursting the drums of their ears with the violent concussion. Sub-Lieutenant Shimada, on the bridge, was struck by a shell-splinter, and rendered unconscious; Lieutenant Masaki was severely wounded, but in the intense excitement of the attack was unaware of his injury. The YONEYAMA sank, as her opponent disappeared in the night, but, to the surprise of her officers, a stretch of channel still remained open. Unknown to the Japanese the configuration of the entrance had changed; the Russian dredging, patiently pursued for many months, had widened the navigable channel, so that four vessels would not suffice to close it. The attempt had been made with an insufficient number of ships, and all would have to be done over again.

Taking Soundings Under Fire.

Taking to their boat, to which Lieutenant Masaki carried Shimada in his arms, the crew of the YONEYAMA, with astonishing coolness, proceeded carefully to examine the channel, singing war-songs the while, and this despite the heavy fire from the Russian works. They calmly made soundings and took exact measurements of the width, which proved beyond doubt that the entrance was both wider and deeper than the Japanese charts showed. Then they rowed off towards the torpedo boats TSUBAME and AOTAKA, which were quietly waiting a mile from the entrance, and which had just engaged the *Silny* and driven that boat ashore in a very damaged condition, after a short but sharp encounter. The roar of escaping steam could plainly be heard as she sought safety under Golden Hill. The Russian report that she had fought five Japanese destroyers with success was a mere invention; as a matter of fact, she had been worsted by two torpedo boats, which, taken together, were of smaller tonnage than herself, and much less heavily armed. There were other Japanese torpedo vessels at hand, it is true, but they were not able to get into action with her. The KASAGI and KARI came up and took the YONEYAMA'S men on board, as the



[Stereographers' copyright. Underwood & Underwood, London and New York.

THE RIVER AT NEW-CHWANG.

TSUBAME already had the men from the CHIYO and YAHIKO on board her. The FUKUI'S crew were taken off in the destroyer KASUMI. Until day was at hand the dauntless little band of torpedo vessels remained, examining the roads and placing mines, undisturbed by the Russian fire, which did no damage at all, though it made an amazing amount of noise; then as the glow of dawn could be faintly seen in the east over the sullen grey waters of the Bay of Korea, they steamed off to regain the main fleet and bring word of their adventures.

In his report on this brilliant affair, Admiral Togo gave the casualties at Commander Hirose, Sugino, and two other men killed, and three officers and six men wounded. Of Hirose he said: "He was always an exemplary officer, and by his gallant behaviour on this occasion he has left behind him an imperishable example to the remotest posterity." He added that the attempt had failed, and that a gap had been left between the YAHIKO and YONEYAMA.

The Russians did not wait long before making use of this gap, which could not be closed till fresh explosion-vessels had been prepared, and that, of course, meant some delay. As the Japanese torpedo flotilla

[Drawn from a photo by J. F. J. Archibald.

COOLIES MOVING A BIG GUN AT NEWCHWANG.

drew off, Admiral Makarov gave orders for the Russian Fleet to get under way and steam out, to confront the Japanese ships which could be made out in a long, menacing line upon the horizon. The fact that his enemy had but two battleships may have been reported to him from his signal stations. The *Bayan*, *Novik*, and *Askold* led the advance, and the battleships followed. As the Russian ships came out, they opened fire on the Japanese at extreme range, but there was no reply. The Japanese slowly fell back towards the east, probably to Hai-yungtau Island, which they had seized on February 29, as they desired to draw the Russians out to a good distance from port before engaging. On his part Admiral Makarov was not inclined to risk a battle away from the shelter of the forts, and he was content with a mere demonstration. When he had seen the Japanese safely out of sight to the Far East, he returned westwards and approached the Miaotau Islands, where his destroyers proceeded to scout.

The Russian Fleet Goes Out.

As the Russians were entering Port Arthur after this affair, the battleship *Petropavlosk* collided with the *Sevastopol*, doing considerable damage to the latter ship, and knocking a great hole in her forward, which it took some weeks to repair. Thus the Russian Fleet was temporarily reduced to four effective battleships,

THE SINKING OF ADMIRAL MAKAROV'S FLAGSHIP, THE "PETROPAVLOSK"

Sunk by a mine off Port Arthur, April 13.

No. XV.

as the *Tzarevitch* and *Retvisan* were still quite unfit to take the sea. On the 28th the Russians were out once more, in diminished force, and searched a neutral steamer which was on the voyage to Newchwang.

Warship Collision.

But to the surprise of the Japanese they made no attempt to move against the Japanese base, or even to ascertain its location; on the contrary, they never ventured out of signalling distance from Port Arthur, and their little cruises had absolutely no effect upon the course of the war.

Towards the end of March, as there were rumours that the Japanese intended to land at Newchwang, the Russians began to construct fortifications at that neutral port, and to concentrate troops there, when the ice began to break up and a disembarkation became feasible. The neutral Powers made no protest; a British and an American gunboat which had been stationed there for the protection of subjects of these two nationalities were withdrawn. On the whole, Japan gained by the fact that Newchwang was not held neutral, so that she had no reason to be dissatisfied.

Russians at Newchwang.

CARRYING A MINE CABLE. [Photo by J. F. J. Archibald.

The Russians laid mines at the mouth of the Liao River, on which Newchwang is situated. The cable connecting the mines with the town defences was carried by a long line of soldiers.

The Russians only had another point to guard, diverting their troops from other quarters, while, so soon as Newchwang fell into the hands of the Japanese, which, sooner or later, it was morally certain to do, it would be of the utmost value to them as a base, shortening their line of communication with the sea as their army moved forward. If it had been regarded as a Chinese port, they could not have made any use of it. Therefore they may have smiled to themselves when they heard of the fresh political blunder which the Russians had committed in holding and fortifying it. Thus does bad faith ultimately recoil upon the heads of those who are guilty of it, for in the first instance the Russians had seized Newchwang by treachery, and by their continued occupation of the town they had violated all their promises and pledges.

CHAPTER XX.

ADMIRAL MAKAROV'S LAST CRUISE—SINKING OF THE "PETROPAVLOSK."

DURING the early days of April the Japanese left Admiral Makarov very much to his own devices, while they concerted fresh plans for his destruction. They desired to inspire him with confidence, and as far as possible to convey to his mind the impression that they were afraid to meet him at sea. And therefore it suited their designs exactly that he should day after day put out with a few of his ships and cruise to and fro in the waters of the Bay of Korea. In their base at the Hall Islands they were on the course which he must steer if he strove to move from Port Arthur to Vladivostock, and their fast cruisers constantly patrolled the hundred-mile wide strait between that group and the Shantung promontory.

Early Days of April.

Meantime, the Russian cruisers searched neutral shipping which they encountered in their voyages off Port Arthur, and boarded the "Times" despatch boat *Haimun*, which, fitted with wireless instruments, was cruising in the Yellow Sea in search of news. The *Bayan* overhauled her and examined her messages; a few days after this examination Admiral Alexeieff issued an order that any neutral steamer caught in the zone of operations with wireless telegraphy instruments and correspondents on board would be seized as a lawful prize, and her correspondents treated as spies. But as the Russian Navy was from this time onward generally blockaded in Port Arthur, the order was not of much consequence. It should, however, be said that newspaper boats may be a great source of danger to combatant fleets in war, and combatants would probably be justified in seizing them. But the threat to treat correspondents as spies, and to put them to death, was a barbarous one, besides being a violation of the laws of war as laid down by the Hague Conference. The explanation probably was that the Russian Government had conceived a dislike for the *Times*, because of its courage in publishing the truth about Russian doings.

The "Times" Boat.

On April 11 the Japanese preparations were completed, and that day the whole fleet left its base, and

ENTRANCE TO THE EMPEROR OF JAPAN'S PALACE, TOKIO. [Adelphi Press Agency
The palace is invisible to the people, as it is within a walled enclosure and surrounded by a moat.

proceeded towards Port Arthur, off which its destroyers and fast cruisers were timed to arrive early in the night of the 12th-13th. On the morning of the 12th, Admiral Makarov issued orders to eight Russian destroyers to proceed to the Elliot Islands, and examine them to discover if the Japanese Squadron had its base there, as was reported. Should the Japanese Fleet be detected there, the boats were ordered to deliver an attack. They steamed off accordingly to the islands, which are distant about 90 miles from Port Arthur, and after searching unsuccessfully for any indication of the Japanese, returned towards evening, and were slowly steaming back when night fell. The weather was thick and intensely cold; an icy drizzle obscured all vision, and in the pitchy darkness two of the Russian torpedo craft separated from their comrades.

Looking for the Japanese Base.

That same night, according to their arrangements, the Japanese fourth and fifth destroyer flotillas, composed of the SHINONOME, YUGIRI, SHIRANUI, KAGERO, MURASAME, HAYATORI, ASAGIRI, and HARUSAME, with the fourteenth torpedo boat flotilla, numbering four modern torpedo boats, and the mining

ship KORYU MARU, reached the mouth of Port Arthur Harbour at midnight. The KORYU MARU was a steamer of 4,120 tons, specially fitted to act as a nurse to torpedo craft, and to lay mines. She carried on board a very large number of mechanical mines, the invention of Commander Oda, who was acting as her captain. These mines were of the most powerful type, and possessed several advantages, the chief that they could be quickly placed in position, as they automatically adjusted themselves to the depth of water, and no changes in the length of cable or sinkers had to be made in their case at the last minute. They contained charges of 100 lb. or 200 lb. of Shimose explosive. Their destructiveness had been proved by actual experiment to be terrible; it was speedily to be tested in action against the Russian Fleet.

Laying Japanese Mines.

As the KORYU neared Port Arthur, the glare of the six Russian searchlights on Golden Hill could be faintly seen through the cold sleet. The sea ran high, rolling in from the south, as the transport stood in to a distance of about two miles from the harbour mouth. Almost at once she lost sight of the destroyers and torpedo boats in the darkness. Yet the men on board her knew that the Japanese seamen could be trusted to keep their station, while the thick night was of immense advantage, screening the Japanese movements and preparations from the Russians. The KORYU carried many tons of the most powerful explosive used in war; a single successful shot from the Russian batteries, and there must have been one of the most fearful catastrophes in human record. She had to do her work in darkness, showing no lights to the Russians, and this rendered her task difficult as well as dangerous.

The "Koryu's" Task.

[R. L. Dunn photo.

OPERATING THE JAPANESE FIELD TELEPHONE IN A HUT AT SUNAN.

The Japanese had observed that Admiral Makarov always entered and left Port Arthur by a certain course. They had taken the exact bearings of this course, and laid it down upon their maps; across it they intended to sow many lines of mines, so arranged as not to explode until several hours had elapsed. To find the place, the Russian searchlights were required; they served as beacons to the Japanese, and thus, unconsciously, the Russians helped in accomplishing the destruction of their own flagship. As the mine-laying proceeded, there were moments when the Russian searchlights seemed to the Japanese on board the transport to rest upon the KORYU'S masts and rigging. At such instants they held their breath, and waited for the alarm-gun to ring out—the signal for their own instant destruction. But always the searchlights passed off the KORYU so soon as they seemed to have found her, continuing their wide sweep of the sky, and no sound save the splash of the mines disturbed the silence of night. Yet ashore the Russians had noted suspicious movements, and alarmed Admiral Makarov; the doomed commander-in-chief had hurried on board the cruiser *Diana*, which he ordered to get up steam, and there passed the weary hours in anxious vigil, with eyes steadfastly strained out into the black gulf beyond the harbour mouth. Now he and those about him thought they saw the forms of ships, and now again the forms melted away; again, they caught glimpses of lights, as they supposed, but as they gazed the faint glow disappeared. They may have seen the dim forms of the Japanese torpedo craft, as these, without ceasing, patrolled the roads, and covered the KORYU in her dangerous work. But if so, no order was given to open

Makarov's Anxious Night.

fire, perhaps because the supply of ammunition in Port Arthur was already beginning to run somewhat low. At four in the morning the end of this unquiet watch came. Makarov left the *Diana* for his flagship, and strove to snatch some hours of rest. There was now no sign of the Japanese outside. The enemy had gone after firing a few departing shots at the Russian searchlights.

THE "TIMES" DESPATCH BOAT "HAIMUN" FITTED WITH WIRELESS INSTRUMENTS: THE OPERATOR ELONGATING HIS WIRES.

The second Japanese destroyer flotilla, which had followed some distance behind the KORYU and her escort arrived off the Laotishan promontory towards the break of day. As it steamed to that point through the mist and fog, the Japanese were aware of a strange destroyer which had joined company with them. For some minutes she was taken for a stray vessel from one of the other flotillas, which might have missed her comrades in the night; then she began to make signals, which were read at once as Russian. She was the 27-knot boat *Strashny*, which had taken the four Japanese boats for friends, committing the most disastrous of mistakes. Her plight when she was discovered was absolutely hopeless. One boat against four, she could achieve nothing, and the four Japanese dashed upon her as wolves upon a timid lamb. With their small quick-firers they opened fire, and poured into her a perfect hail of shells. From the Port Arthur forts the flashes of the guns could be seen and the rattle of the cannonade heard, drawing nearer, as the luckless boat fled at full speed towards the forts for help and shelter. The noise was heard, too, on board the large armoured cruiser *Bayan*, which had been ordered by Admiral Makarov to move out at daybreak to search for the missing Russian destroyers, two of which had not returned, and, if need be, to give them support. She increased speed and stood through the icy mist to the point where at moments, as the banks of fog lifted, the flashes could be seen in the grey light. At the same time the other Russian destroyer, which had gone astray in the night, appeared making for the harbour, and the Japanese flotilla strove to cut it off.

The "Strashny's" Mistake.

The *Strashny* was speedily worsted in the gun encounter. After about five minutes' firing, in which her frail hull was riddled with shell, and her crew suffered terrible loss, a projectile struck her boiler-room, and exploded there, disabling her engines. An instant later, as she ceased to move through the water, another shell caught her in the torpedo-room, where the heads of her Whitehead torpedoes were stored with their gun-cotton charges. There was a violent explosion, tearing her side open and throwing up her deck, as though it had been made of paper, and then she sank. In less than ten minutes from the moment when the first shot was fired all was over, and she had vanished in the depths, leaving five or six men struggling in the water. The Japanese destroyers, with magnificent gallantry, strove to save their enemies, and ran immense risk in so doing, as the *Bayan* was now fast coming up and had

The "Strashny" Sinks.

Mr. Browne, Wireless Operator. Mr. D. Fraser. Capt. L. James.

Ship's Officer. Captain Colquhoun, Mr. Jack London. Interpreter. Naval Correspondent.

CORRESPONDENTS ON BOARD THE "HAIMUN."

[Levitsky photo.
GRAND DUKE CYRIL, WHO ESCAPED FROM THE "PETROPAVLOSK."

challenging Admiral Makarov to battle.

The Russian Fleet Goes Out.

It was the opportunity for which the Russian admiral had long been looking. Here were the Japanese in weak force, with no supports visible on the horizon, and he at once gave orders to his fleet to get under way and leave the harbour. The battleships *Petropavlosk*, with his flag, and *Poltava*, and the cruiser *Askold* accordingly put out about 7 a.m., and joined the other cruisers and Russian torpedo boats outside. The weather in-

already opened on them with her lighter guns. They were forced to retire, and they steamed off at full speed, showing a clean pair of heels to the great cruiser, which followed astern of them, firing rapidly. This timely diversion saved the other Russian destroyer; she was able to make the harbour in a damaged condition. The Japanese destroyers only had two men wounded slightly in this affair.

The "Bayan" Retires.

As the *Bayan* gave chase to the destroyers, the fast Japanese cruiser squadron, under Rear-Admiral Dewa, composed of the ASAMA, TOKIWA, CHITOSE, KASAGI, TAKASAGO, and YOSHINO, came up at full speed to their succour. The *Bayan* had now slowed, and lowered her boats to save the few survivors of the *Strashny's* crew who could be seen struggling in the water. Only five in all were recovered; three Russian officers and 55 men were killed in the action or drowned after it. While the *Bayan* was thus engaged, the Japanese cruisers rapidly neared her, and opened fire upon her with their heavier guns. Shells burst all round her, and fragments from them covered her decks; she had several casualties, and seeing that he was in some peril of being cut off, her captain hoisted in his boats and retired to Port Arthur at his best speed. At the same moment the *Diana* and *Novik* came out of harbour to his help, whereupon the Japanese fell back a little, but remained in plain view of the Russian Fleet off the port as if

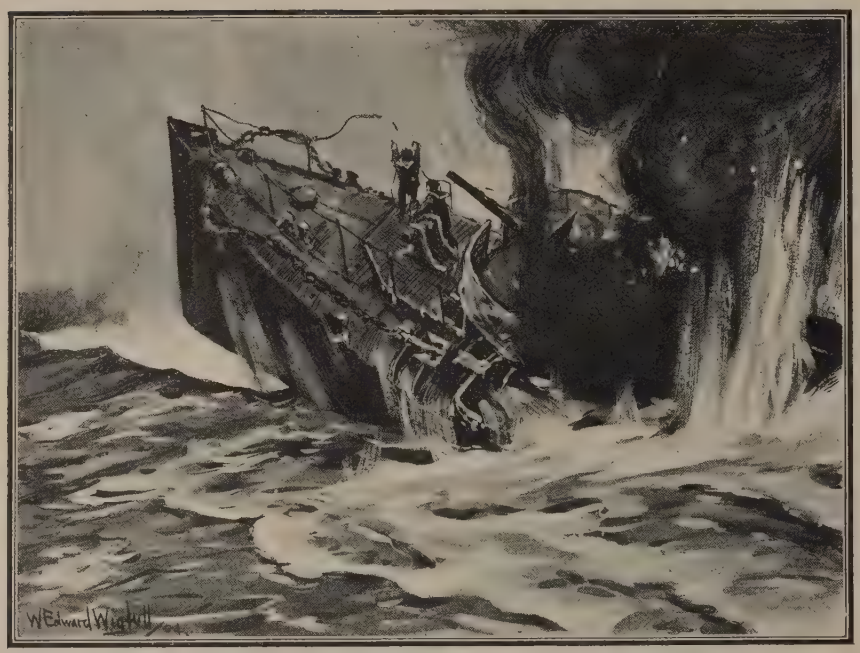
PLAN SHOWING THE ATTACK ON PORT ARTHUR, APRIL 13.

This plan was sketched by Mr. Sheldon Williams, one of our special artists at Tokio, from information obtained from the highest official sources, which, he says, "it is not advisable to disclose." The bird's-eye view was drawn from a sketch made in diagram by a British officer on the spot on February 8. The letters and numerals in the sketch are explained thus: (A) "Petropavlosk" blowing up near Lutin (M) rock, about one mile south-east of the mouth of Port Arthur; (B) "Pobieda," torpedoed amidships; (C) Russian battleships retiring from pursuit of (D) Japanese cruiser squadron (six ships) three miles east of Port Dalny on sighting (E) Japanese principal battleship squadron (which failed to get within range) emerging from fog; (R) the "Bayan," which attacked the Japanese destroyer flotilla (G) after the latter had sunk a Russian four-funnel scout destroyer at (X) and had engaged retiring scout destroyer (H) at long range; (K) mines laid by Japanese on night of April 12, which they forced the Russian battleships to sail through twice. Noticing the Russians always hugged the shore, the Japanese presumed they had mined the centre, and they therefore mined the sides, and laid the trap that led to the "Petropavlosk" disaster; (L) presumed Russian mines; (M) sunken Japanese merchantmen; (1) Port Arthur, old town; (2) Port Arthur, new town; (3) railway; (4) anchorage; (5) dry dock; (6) Tiger Tail peninsula; (7) Hsien-sang promontory; (8) Liaotieh promontory; (F, F, F) forts.

THE LATE VICE-ADMIRAL MAKAROV,

Drowned on board the "Petropavlosk" when in command of the Russian Port Arthur Fleet. Born in 1848, he commanded the cruiser "Constantine" in the Russo-Turkish War in 1877. In 1881 he was on the staff of General Skobeleff, and greatly distinguished himself. He served in the Far East during the Chino-Japanese War, and was, till he went to Port Arthur, Commandant-General of Cronstadt.

shore was now clear, but out at sea there was a slight mist, which lifted from time to time, so that it was impossible to see far; there was little or no wind, but the cold was intense, and the officers and men on board the Russian ships were in their heaviest winter clothing, swathed in furs and thick overcoats. The admiral ordered full speed, and steamed rapidly towards the Japanese, the *Bayan* taking her place at the head of his line. The Japanese saw the Russians pass without misadventure over the lines of mines laid — a result which had been arranged — and then, after allowing the Russian ships to approach just within range, fell back rapidly to the south-east. The



THE RUSSIAN DESTROYER "STRASHNY" GOES DOWN.
The Japanese shells caught her in the torpedo room, and then she sank.

Japanese had so often before retired before his fleet that this time Admiral Makarov was deceived, and really imagined that they were afraid to encounter him. His ships tore through the water at a speed of 14 knots, which was the utmost his two battleships could make, even by forcing their engines. The Russians were in high hopes of gaining a victory, as the Japanese cruisers, which could at any moment they liked have increased speed sufficiently to race out of sight, permitted their enemy slowly to gain.

Japanese Feign Flight.

Suddenly, the two Japanese armoured cruisers opened a most accurate fire from their 8-in. turret guns upon the *Bayan*, as she led the Russian line. Though they and the *Bayan* were moving fast, they found the range with marvellous rapidity, and before the big four-funnelled cruiser could even reply, were bursting shells against her bows and on her deck. Seeing that she was in real peril—for she could only oppose one 8-in. gun to the four Japanese guns of that calibre—Makarov ordered her to drop back, and with his two battleships moved to the head of the line, at the same time opening fire with his huge 12-in. guns upon the Japanese. The shots went wide. But the Japanese had no desire whatever, without urgent necessity, to encounter battleships with armoured cruisers. They instantly increased their speed, and shot out of range. At the same time they noted that the Russians were now over 15 miles from Port Arthur, and their wireless instruments began to fling messages through the air to Admiral Togo, who was lurking with the whole Japanese battle-squadron and the two new armoured cruisers NISSHIN and KASUGA thirty miles away, under cover of the mist, near the Miaotau Islands. He was informed that the moment had come for him to move and intercept the Russian retreat. Meanwhile the Japanese cruisers continued their pretended flight, and dense volumes of smoke poured from the funnels of the *Poltava* and *Petropavlosk* as the two battleships attempted to force the pace.

JAPANESE BATTLESHIP "YASHIMA."
Built and photographed by Sir W. G. Armstrong, Whitworth & Co.

But at this juncture chance, which all through the war had favoured the Russians, came to their aid once more. At the most critical moment Admiral Togo emerged from his hiding-place and began to race with his six great battleships and two cruisers to place himself between the Russians and their port. As his fleet, in admirable order, pressed its boilers and engines to the utmost, and tore through the sea at eighteen knots, as below in the engine-rooms jets of water played on the bearings, and the dials in the stokeholds called each instant for "more steam," suddenly there came a puff of wind, and the mist lifted from off the surface of the sea. The signallers at the Russian station on the Laotishan promontory, which commands the whole stretch of water south of Port Arthur, caught a glimpse of this menacing array of fighting ships moving swiftly upon Makarov's rear, and forthwith their wireless instruments signalled to the Russian admiral the news that Togo was upon him, and that he must either run or fight against overwhelming odds.

Togo's Fleet Sighted.

THE MAN WHOSE MACHINE SANK THE "PETROPAVLOSK."
This represents Captain Oda (and his wife), the inventor of the Japanese mine which destroyed the "Petropavlosk."

He had not a moment to lose. As he turned, the funnels and masts of the hostile battleships came into view, and he saw that he could only just reach Port Arthur in time to avoid being cut off. The Japanese cruisers also turned behind him and followed in pursuit, firing continuously with their heavy guns, and striving to damage the cruisers *Bayan* and *Novik*, which came last in the Russian line. In this, however, they failed, though they made some hits, and they had the mortification of seeing their enemy escape from their clutches and enter the zone protected by the frowning batteries of Port Arthur. At that very instant Admiral Togo's battle squadron appeared on the scene, with the national colours flying, presenting a magnificent appearance of strength, as the sea was riven into clouds of spray by the rams of the great fighting ships.

Makarov Retires.

And now the Japanese Fleet checked its pursuit, and, turning, cruised in sight of Port Arthur, eight miles off the stronghold, waiting to see what would happen, and whether this time the mines would work. Far away the officers and men on board could see the little knot of Russian ships nearing the harbour, the

Petropavlosk now at the head of the line. As the Russian squadron steamed in, three other battleships stood out to meet it—the *Pobieda*, *Peresviet*, and *Sevastopol*—but either these three crossed the mine field without touching any of the mines, or the mines were still inert. The Russian Fleet was now about two miles from the entrance, when the *Petropavlosk* signalled to reduce speed to six knots, preparatory to entering the harbour. Immediately astern of her was the *Poltava*, with the *Diana*, *Askold*, *Novik*, and *Bayan* following her. On the starboard or right side of the *Petropavlosk* was another column of Russian ships, headed by the *Peresviet*, with the *Pobieda* and *Sevastopol* following her. The admiral signalled to them to form one line ahead with his own ships, in order to negotiate the narrow entrance. The *Petropavlosk* was covered with signal flags, and her orders could be made out without great difficulty by the Japanese through the powerful telescopes on board their ships, as they watched anxiously to see what was going to happen—needless to recount that they had bought the secret Russian signal-book.

ADMIRAL MOLAS,
Admiral Makarov's colleague, who went down on the "Petropavlosk."

At this instant, according to the evidence of survivors of the *Petropavlosk's* crew, an officer told Admiral Makarov that he thought he saw a mine floating just ahead of the ship and in her course. The admiral took no notice of the warning, and ordered the vessel to make for the entrance. He himself was at that moment standing on the bridge, near the chart-house, on the left or port side of the ship. His Chief-of-the-Staff, Admiral Molas, a very distinguished Russian officer, was at his side, and a number of aides-de-camp and inferior officers were with him. On the right of the bridge, looking ahead at the supposed mine-field, was the Grand Duke Cyril, who was a member of his staff. The greater part of the crew were below at breakfast, and the bulk of the officers were in the ward-room. It was thought that all danger had passed, and the admiral was even smiling at the rapidity with which he had divined the Japanese stratagem and by his movement foiled the enemy's plan for his destruction. Thin clouds of smoke rose from the two huge funnels of the battleship, as her stokers ceased plying the shovel below; steam escaped from her steam-pipes, and her hull throbbed gently under the slow, measured pulsations of the two engines, as her speed fell. It was 9.43 in the morning.

On Board the "Petropavlosk."

THE COMMANDER OF THE "PETROPAVLOSK."
Captain Yakovleff, saved from the ship.

It was now that spectators ashore, watching the imposing sight of the entry of the fleet into harbour, saw a strange thing happen. A great column of thick yellow smoke and fire and spray shot up from under her bows, and there was the roar of a fearful explosion. For a moment those on shore thought that she was firing a broadside, but then, as a puff of wind blew aside the veil of smoke, it could be seen that her foretopmast was falling. Next, great tongues of flame shot up from her deck; the fore-funnel came down with a crash; the after-funnel tottered and collapsed; the deck itself rose in the air, parting from its supports, as it seemed; the bridge flew up; the heavy structure of the foremast moved through the air; one of the 6-in. gun turrets was seen to be projected high above the ship by the

The "Petropavlosk" Destroyed.

THE CRUISER "BAYAN" PUTTING TO FLIGHT FOUR JAPANESE DESTROYERS.

On April 13 four Japanese destroyers sank a Russian destroyer: but the "Bayan" coming out drove them off.

terrific violence of the explosion, and fresh spurts of flame rushed up from the space between her two funnels. There was a confused uproar of continued heavy explosions, above which could be heard fearful sounds like the rending and tearing of steel. The air seemed in an instant to be thick with fumes of ether; a green haze settled round the hull of the doomed flagship, from which still rose streams of fire and huge clouds of smoke. She settled visibly to starboard, showing a furnace glowing beneath the feet of her crew as her deck inclined; then her bows plunged downwards and her stern came into the air. First the rudder appeared above water, and next the two screws, racing as they emerged from the depths. A mushroom-shaped pillar of smoke rose from the surface, and finally, to the horror of all, she vanished into the water, leaving nothing but wreckage where but two minutes before a great battleship had floated.

She sank with incredible swiftness, and of those on board, few escaped with their lives. Lieutenant

THE POSITION OF THE FLEETS WHEN THE "PETROPAVLOSK" WENT DOWN.

Unkoffski, the only survivor from between decks, was seated in the wardroom when the catastrophe occurred. "Suddenly," he says, "there was a crash. The deck seemed to subside beneath me; the electric light went out. I rushed to the companion-ladder, which was already crowded with a struggling mass of humanity. Gaining the upper deck, I found it heeling over so that I nearly fell overboard. Recovering my footing, I crawled along the slope on hands and knees, asking myself whether it would be best to jump overboard or to stand by the ship. As I moved the slope of the deck steepened till it became vertical, and I grasped the fact that the *Petropavlosk* was plunging foremost into the depths. It was now or never for me. Smoke and fire were about me; I crossed myself and threw myself into the water, and instantly was drawn down far, to the very bottom of the sea, as it seemed to me. With a desperate effort I recovered myself and rose to the surface, where I touched something soft. I clung to it, till I felt my strength fail, and abandoned myself to God. I knew nothing more till I found myself being carefully tended on board the *Gaidamak*."

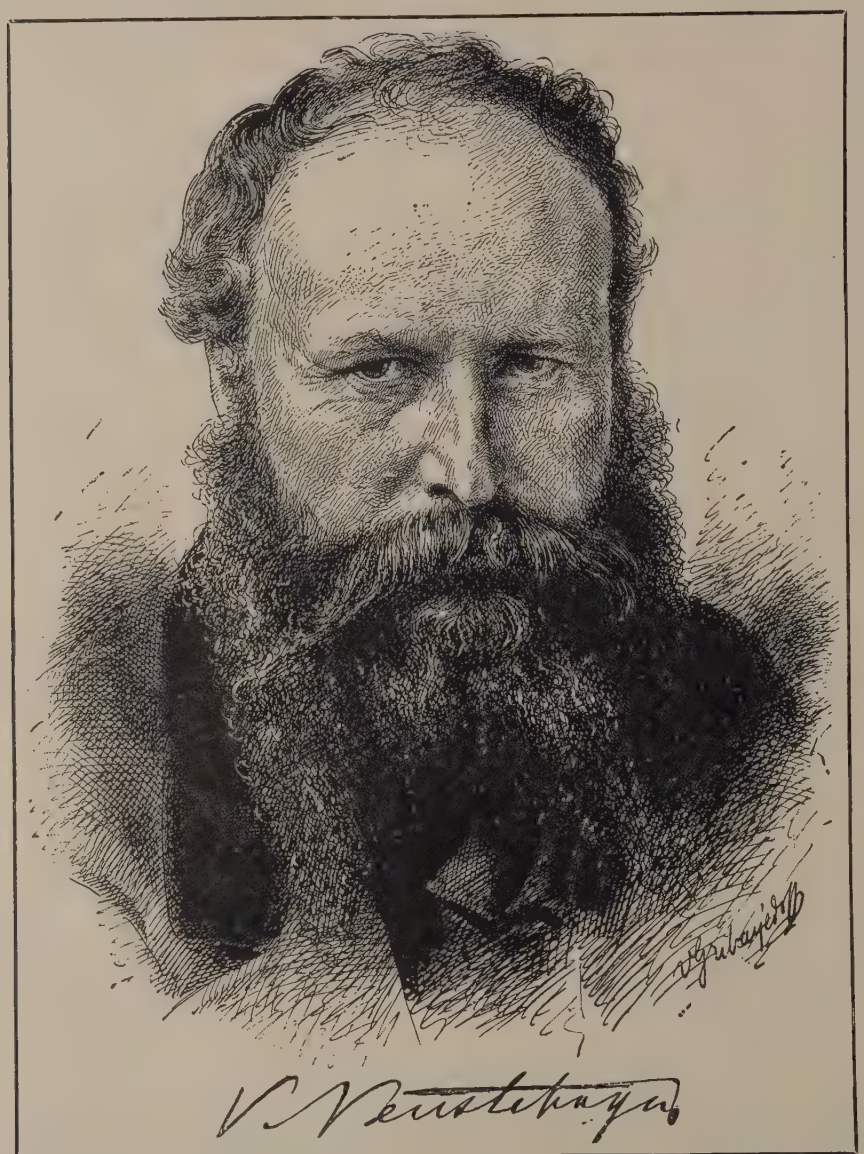
A Lieutenant's Adventure.

The Grand Duke's Adventure.

The Grand Duke Cyril had an even narrower escape, as most of those on the bridge were killed by the first two explosions. He stated that the first explosion was terrible; the whole structure of the ship trembled and seemed to dissolve. It was as though the end of the world had come. From the sea beneath his feet, as he stood high above it on the bridge, a cloud of blinding flame seemed to dart upward, which burst with a deafening roar into acrid, choking fumes. Then came a second explosion, far less violent than the first, but followed by the upheaval of a pillar of smoke and fire, which rose, as it appeared to him, to the height of hundreds of feet above the ship. The funnels fell with a horrible crash, crushing the unfortunate men who happened to be just under them. A second later, and the deck was dripping with blood. Three seconds after the first explosion the ship's starboard bow was already under water, and dead bodies were floating off the forecastle as the sea rose

THE RUSSIAN BATTLESHIP "PETROPAVLOSK," SUNK BY JAPANESE MINES AT PORT ARTHUR.

up it. Recovering himself from the first stunning shock of the explosions, he grasped the fact that the magazines had been fired by the explosion of a mine, and that all was lost beyond hope or effort. He ran to the left side of the bridge, and as he did so stumbled over several bodies. Stooping over one, he raised its head and saw that it was Admiral Molas, horribly injured—Admiral Makarov's Chief-of-the-Staff. There was nothing to be done for him; so the Grand Duke left him where he lay and, vaulting over the rail of the bridge, attempted to lower himself from it to the deck below.



THE FAMOUS RUSSIAN PAINTER OF WAR PICTURES, WHO LOST HIS LIFE ON THE "PETROPAVLOSK," WHERE HE WAS SKETCHING INCIDENTS IN THE WAR.

Duke Cyril's Narrow Escape.

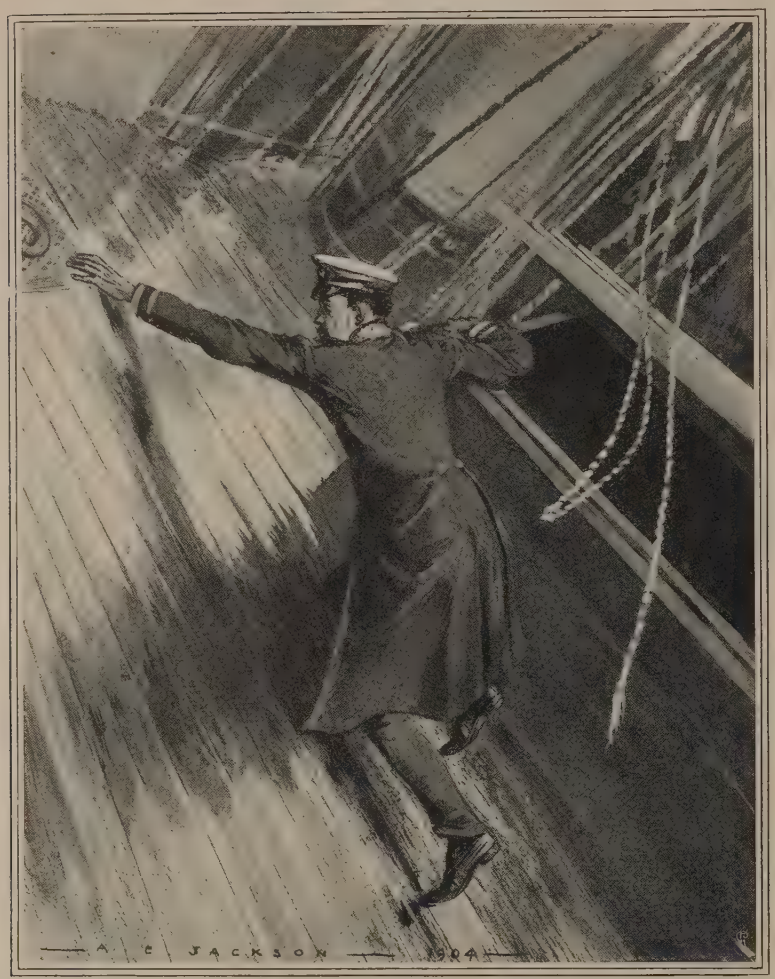
But the deck had already vanished beneath the surface of the sea, and he fell with a splash through fire and smoke into the icy water. The ship was still moving slowly ahead, and as he rose to the surface after his unexpected plunge he was caught by her wash, and swept forcibly against the port 6-in. turret, into which the water was now pouring through the gun-ports. The shock was violent and almost stunned him; the suction of the inrush held him fast against the turret for some terrible seconds; the sinking ship slowly carried him down with its hull. Then as though by magic a great swirl of the water caught him, whirling him round with it, but tearing him away from the fatal turret, against which he saw others pinned in the same manner. Alternately he was thrown up and drawn down—it seemed to him as though in this torturing process every atom of air was sucked out of him by the draught of the water; then he felt the whirlpool once more dragging him down, and he gave himself up for lost. Realising his desperate peril, he made a last furious struggle for life; he was an accomplished swimmer and of immense strength, yet he could not overcome the irresistible force. At the very moment when breath seemed to fail him, as the water was beginning to enter his nostrils and mouth, the certain precursor of death by drowning, by one last effort he extricated himself and returned from the green, icy depths to the clear light of day.

Yet his trials had only begun. The sea was bitterly cold, and he himself was heavily clad; the rigour

[By permission Berlin Photo Co., New Bond Street, W

NAPOLEON IN THE KREMLIN OF MOSCOW RECEIVES BAD NEWS FROM HOME.

This picture was painted by Verestchagin.



LIEUTENANT UNKOFFSKI'S ADVENTURE.
"The slope of the deck of the "Petropavlosk" steepened till it became vertical."

of the temperature seemed to numb his limbs and paralyse his strength just as he thought himself within reach of safety. Dashed to and fro, buffeted against the débris which floated on the surface, he contrived to reach a boat that was floating bottom up, and to it he clung. Long though it appeared to him that he had been in the water, it can only really have been some seconds, for even now, as he gazed upon the surface of the sea, he could see the last of his ship. Only her stern now emerged. As he looked, flame and smoke poured from it and about it; the steam rose hissing from the sea where the hot steel dipped into the water. That same instant the stern plunged and disappeared. About him were a dozen horror-stricken swimmers in much the same plight as himself. Near him was Captain Yakovleff, the ship's commander, severely wounded, and unable to swim; one of the seamen in the water gallantly went to his aid, seized him, and dragged him to the boat, to which the survivors frantically clung. Help came to them speedily; the boats of the *Gaidamak* were already on the way, and these took them on board, and carried them to the Russian destroyers, where they were carefully tended.

A Signalman's Story.

Signalman Bockhoff, another survivor, who was in the chart-house, declared that "suddenly the ship shook violently. I heard a fearful explosion, immediately followed by another and then another. They seemed to me to be directly under the bridge. I rushed to the door of the chart-house, but the quartermaster got in my way and I could not pass him. I sprang to the window and leapt out. The ship was listing heavily, and I feared each instant that she would capsize. I saw an officer prostrate on the bridge; I went to him and found it was Admiral Makarov, weltering in his gore. He lay face downward. I grasped his shoulder and tried to raise him, while beneath my feet the ship seemed to fall, and from all sides flew fragments of metal. I heard a deafening screech—a frightful din. Smoke rose in dense clouds and flames seemed to leap towards the bridge where I was standing beside the admiral. I jumped on the rail of the bridge and was washed off, but succeeded in getting hold of something. Then I was sucked down. I can remember falling masts and nothing more. On board our ship was an old man with a beautiful white beard, who had been good to the men. He had a book in his hand, and was sketching. He was Verestchagin."

The evidence is conclusive that Admiral Makarov was killed before the ship went down. He appears not to have been seriously hurt by the first explosion, since he threw off his heavy coat, and prepared to

plunge into the sea, when the second explosion came and killed him. Verestchagin was by his side; the famous Russian painter had been invited on board by the admiral as his guest, with the promise that he should be shown a battle. He had been busy making sketches during the sortie of the fleet, and had not finished when the *Petropavlosk* returned to the roads. He had had a curious presentiment of danger, and in a letter to his wife, which reached her long after his death, he told her how he dreamed always of some great and terrible catastrophe. And men who knew Makarov well have since asserted that he, too, went to the Far East with a heavy presentiment weighing upon his heart.

Makarov's and Verestchagin's Fate.

The officers on board the ship who were saved were Captain Yakovleff, severely injured; Commander tne Grand Duke Cyril, badly injured and much burned and bruised; Commander Vassilieff, who had received so terrible a shock that on the following day he died of heart disease, when passing the place where the *Petropavlosk* had been moored—affected, it is supposed, by the dreadful thought of the doom which had overtaken his comrades; Ensigns Schmidt and Schlippe, and Lieutenants Unkoffski and Yenitch. Two admirals, two colonels, three commanders, three lieutenants, seven ensigns, three engineers, and five paymasters, priests, and pilots, perished on board her, with about 540 seamen and stokers. The exact number lost was never known, or, if it was known, was not published, as

570 Killed.

THE GRAND DUKE CYRIL'S ESCAPE.
He vaulted over the rail and attempted to lower himself from it to the deck below.

the strength of the crew was not that laid down by the Russian regulations, but had been raised beyond the establishment. The *Petropavlosk* was nominally manned by 650 officers and men, and as 7 officers and 73 men were rescued, at least 570 were killed in this the greatest naval catastrophe in modern history. Of the officers and men saved a few afterwards succumbed to their injuries

After this stunning disaster, having seen their flagship vanish in the sea, struck by some invisible enemy, the Russian ships remained for some minutes as if paralysed. On shore the spectators reverently lifted their

GRAND DUKE CYRIL SAVES HIMSELF.
As he clung to a boat that was floating bottom up he could see the last of his ship.

caps and prayed for the souls of the valiant Russian dead. Then the torpedo gunboat *Gaidamak*, which had steamed into the outer roads with the second detachment of the fleet, moved swiftly to the scene of the catastrophe and lowered her boats. Admiral Makarov's greatcoat was found floating in the water, but no other trace of him was to be seen; the few survivors were taken on board the various ships and destroyers. All this time Japanese shells were falling among the Russians, as it was impossible, from the dense clouds of smoke, for Admiral Togo's men to see exactly what had happened. Then, demoralised and terrified, the Russian ships began to move slowly towards the harbour.

The Russians in a Panic.

At this juncture the second catastrophe of that day occurred. The *Pobieda* was now leading the line, and as she began to move a huge pillar of smoke and flame shot up from the water under her amidships, and she instantly listed. There were even fears that she would share the terrible fate of the *Petropavlosk*. But some seconds passed and there was no further explosion. At this moment someone in the Russian Fleet gave the alarm that Japanese submarines were in the anchorage, firing torpedoes at the Russian ships. The alarm was probably caused by fragments of wreckage from the *Petropavlosk*, which were floating on the surface, and which may have looked like the periscopes of submarines. There was a terrible panic in the Russian Fleet. The ships began to fire frantically to right and to left into the water about them, and to the Japanese it seemed that they had been seized with madness. For twenty minutes this furious firing continued, and then slowly ceased when it was seen that no more ships had been attacked. The alarm was in part, no doubt, to be explained by the fact

that some days previously the Russian look-outs had reported from Laotishan the appearance off Port Arthur of a submarine vessel some miles out. In real truth, however, the Japanese had no submarines in their fleet, as they placed little or no reliance upon these vessels.

Defeated and dismayed, the Russian Fleet a little before eleven began to enter the harbour, and by noon all its units had vanished within. The Japanese saw them safely inside, and then drew off to a rendezvous on the open sea, where they would be secure from attacks by the Russian destroyers. Thus the day ended in the complete discomfiture of the Russians, and in the destruction or disablement of two of their best fighting units.

The "Petropavlosk."

The sunken battleship *Petropavlosk* was a vessel of 10,950 tons, and had been laid down at St. Petersburg in 1892. She was built of steel, and heavily armoured, carrying plates of Harveyed steel, 15-in. thick on the water-line and 10-in. thick on her heavy gun turrets. She was armed with four 12-in. guns of the most modern pattern, two in each of her big turrets, and twelve 6-in quick-firers, eight of which were placed in pairs in four small turrets on either beam, behind 5-in. steel, and the other four in casemates, similarly protected. She had no fewer than six

A JAPANESE SKETCH OF THE SINKING OF THE "PETROPAVLOSK."

torpedo tubes. Her speed had once been 17 knots, but during the war she had not been able to make more than fourteen, as her boilers were old and worn, and the ship was foul and in bad condition. She carried 1,000 tons of coal, and had cost when new a little over a million sterling.

Explanation of the Catastrophe.

As to the explanation of her rapid disappearance, there can now be no doubt whatever that her magazines were exploded either by the flame from the Japanese mine or by the violent shock to the hull which it caused. All the survivors speak of a continued series of detonations, which confirms this conclusion. She probably had loaded torpedoes in her six tubes, as she had just come back from facing the Japanese, and it is no unreasonable supposition that these went off in quick succession. The first explosion, that of the mine, was clearly forward, near the forward magazine for the heavy 12-in. guns, which contained thousands of pounds of smokeless powder and two or three hundred huge 800-lb. shells, some of which were charged with mélinite. All these seem to have exploded. The strong smell of ether noticed as she went down points in the same direction, as the Russian

powder when burnt gives forth fumes which cannot be distinguished from ether by their smell. The great rush of flame between the funnels was probably caused by the explosion of the boilers, which at the time of the catastrophe were all under steam.

The disaster, in fact, was closely similar to that which befell the American battleship *Maine*, destroyed in February, 1898, in Havana Harbour by a mysterious explosion or series of explosions. It is of the utmost importance in naval history, as being the first definitely ascertained instance in which the magazines of a battleship have been detonated by a mine fired under her. In the case of the *Maine*, the conclusion of a very able Court of Inquiry of American naval officers was that a Spanish mine had exploded beneath her and fired her forward magazine. This was disputed at the time, as it was said that the flame could not pass through the water and steel into the magazines of a ship. In the case of the *Maine* the phenomena were

R. L. Dunn photo.

JAPANESE TROOPS IN POSSESSION OF A KOREAN TEMPLE AT SUNAN, USING IT AS A STABLE.

exactly similar to what occurred in the *Petropavlosk*. First there was a heavy shock, and then a terrible and violent explosion—a continued series of convulsions, as though the ship were being rent in pieces, followed by a crash and a list of the vessel to port. All lights went out; the deck flew up "like the edge of the crater of a volcano"; officers and men were hurled in all directions or stunned, and the loss of life was very heavy.

No one from the engine-room or lower part of the ship survived in the *Petropavlosk*, so we have no means of knowing what happened there. In the similar case of the *Maine*, only one man escaped from this quarter of the ship, and he knew little except that he saw through an open door in a bulkhead a blue flash by the engine-room lamp, and felt a "continuous trembling—a terrible report—and a sensation as though the whole earth had opened up." The engineers and stokers would have great difficulty in getting to the upper deck, as the gratings and armoured doors in the protective deck were closed; the watertight doors in the bulkheads were also fast, and the ship was under battle

A Steel Tomb.

THE JAPANESE FLEET AFTER THE ACTION OFF PORT ARTHUR ON APRIL 13.

After the sinking of the "Petropavlosk" the Japanese vessels bore away. "They came towards the 'Haimun' in grand line ahead," says a correspondent on board the vessel, from whose sketch this picture is drawn.

conditions. They must have perished, immured in their steel tomb, by one of the most terrible of deaths; but their sufferings would not be prolonged, from the extraordinary rapidity with which the *Petropavlosk* went down. In the case of the *Maine*, which sank more slowly, those who escaped retained, and will retain to their dying day, the grim impression made upon them by the shrieks from the submerged compartments, "the awful scenes of consternation, despair, and suffering"—to quote her captain's words—"down in the compartments forward, of men wounded or drowning in the swirl of the water or confined in a close compartment gradually filling."

In an official report made to the Czar, after a Court of Inquiry had examined into the circumstances of the ship's loss, Admiral Alexeieff stated that the verdict was to the effect that the ship had "undoubtedly touched a mine laid by the enemy in the course usually steered by our fleet when leaving the harbour. The explosion of this mine beneath the bows and shell-rooms of the *Petropavlosk* was followed by the explosion in quick succession of the gun-cotton contained in the torpedoes and in the 12-in. shells on board. A further consequence was the explosion of the main magazines and of the cylindrical boilers. All these explosions occurred in a space of about two minutes, after which the battleship, swathed in flames, disappeared in the depths."

As for the *Pobieda*, the mine which damaged her exploded under her almost amidships, breaching three of her largest compartments, and several of the smaller ones. Of her Belleville boilers, one set was so damaged as to be rendered useless, and new boilers had not been obtained when Port Arthur was cut off, so that she could not be thoroughly repaired. She was structurally shaken, and though preparations were at once made to patch with thin sheet steel the huge gaping hole in her bottom, she remained incapable of steaming more than thirteen or fourteen knots, and this could only be done with risk. Moreover, the alignment of her shafting is believed to have been affected. This injury to her was a matter of great consequence to the Russian Fleet, as she was a far more powerful vessel than the *Petropavlosk*. Launched so recently as 1900, she was of 12,674 tons and 19 knots nominal speed. She carried 9-in. steel on her water-line, 10-in. on her turrets, and 5-in. over her smaller guns. Her battery was composed of four 10-in. and eleven 6-in. quick-firing weapons, besides six torpedo tubes.

The Damage to the "Pobieda."

With the loss of the *Petropavlosk* and the temporary disablement of the *Pobieda*, the number of undamaged Russian battleships in Port Arthur was reduced to three, the *Poltava*, *Sevastopol*, and *Peresviet*, and the two first of these had sustained slight injury. As for the *Retvisan* and *Tzarevitch*, though they were roughly patched up, they were quite unable to put to sea or to fight a serious engagement, as whenever their guns were fired the thin plates which had been used in their repair gave way and began to admit the water, while their speed had fallen to such a degree, as the result of the various injuries they had received, that they were not able to make much over ten or eleven knots. The fighting value of the fleet had therefore sunk to a very low ebb, and, failing serious disaster to the Japanese, it was quite incapable of meeting Admiral Togo's squadron at sea.

But the greatest loss of all was Admiral Makarov. His personal influence was so great that in a few weeks he had been able to raise the officers and men of the fleet from the depths of dejection and despair to something like confidence. Moreover, he knew all the plans which had been formed by the Russian Admiralty, and was perhaps alone competent to carry them out. He was 56 years old, and had served forty years in the Russian Navy. In the war with Turkey of 1877-8 he had greatly distinguished himself in command of a fast steamer, which was rigged up to carry small torpedo launches, and with which he succeeded in torpedoing four Turkish ships. He was an officer of the highest scientific attainments, and had invented the collision-mat, which is used in all the navies of the world to stop leaks in iron or steel ships, and the ice-breakers employed to keep open the Russian ports in winter. His own nature was a noble and generous one. Unlike most of his countrymen, he was incorruptible and absolutely honest in all pecuniary affairs; to the officers and men he commanded he was always considerate and generous; he lived with them as though they had been his children, and to them he was known by the familiar and affectionate name of "Stepan Josipovitch," and not by the more ceremonious title of "Excellency," commonly used by inferiors in rank to an admiral. He died gallantly at his post, and though

Admiral Makarov.

WHEN THE SEA GIVES UP ITS DEAD.

Russians searching the shore at Port Arthur for the bodies of men who went down in the "Petropavlosk.

ENTRAINING JAPANESE HORSES FOR THE WAR. [J. H. Hare photo.

he does unquestionably deserve blame for the stubbornness with which he refused to take precautions against mines, his country will forgive him for the great love and devotion which in those last days of his heroic life he showed in her cause.

The Japanese Sorrow.

As the Japanese torpedo flotilla saw far away the great battleship sink below the surface, for a moment their crews cheered as they had never cheered before. But when the full news of Admiral Makarov's death arrived they held a solemn service according to their rites for the dead man, and gave no sign of exultation. A touching procession was held at Nagoya, where vast crowds of Japanese carried lanterns inscribed with prayers for the souls of the Russian dead, and banners bearing this inscription: "We sorrow unceasingly for the gallant Makarov and his men." In his official report of the affair, Admiral Togo ascribed his success to the Emperor. "The fact," he wrote, "that during this prolonged engagement the combined fleet was able to achieve some success without losing a single man is due to the illustrious virtue of his Majesty. The officers and men fought bravely throughout the engagement, and discharged their duty faithfully; yet there remains much in our success which cannot be attributed to human agency. We cannot but believe that it is due

TWO JAPANESE SPIES CAPTURED BY RUSSIANS.
These Japanese, dressed in llama's skins, were taken in a Manchurian camp.

REAR-ADMIRAL KAMIMURA,

No. XVI. Who defeated the Russian Vladivostock Fleet.

solely to providential help that the numerous warships cruised both night and day on the sea, on the surface of which many mechanical mines prepared by the enemy were floating, without sustaining any damage."

This was the first occasion upon which mines had been employed in the attack upon a hostile fleet, and no praise is too great for Admiral Togo's brilliant stratagem. The whole action illustrated the terrors and wonders of modern naval warfare—the potent engine of destruction hidden from sight in the sea; the whispering through the air of wireless instruments; the instant and terrible dissolution of a superb battleship, and the hurried flight into harbour of the rest of the Russian Fleet.

OFFICERS OF THE JAPANESE BATTLESHIP "NISSHIN."

Immediately after this affair, orders were sent from St. Petersburg that the Port Arthur fleet was not again to venture out to sea until its new commander-in-chief, Admiral Skrydloff, arrived. He was appointed so soon as the news of the hapless Makarov's death reached the capital. The tidings made a most painful impression upon the Court and the people. The Czar was greatly moved; the Empress is said to have dissolved into tears; and there was dismay at the Admiralty. Among the peasants circulated a strange tale that Admiral Makarov lived a ghostly life under the water at Port Arthur, and that at night the surface of the shallow roads glowed with the lights of his ship, and the sound of hymns rose from the sea; they told each other that he would rise again and lead the Russian Fleet forth to victory, so strong a hold had he obtained by his deeds upon their simple minds.

The News in Russia.

ADMIRAL SKRYDLOFF LEAVING THE WINTER PALACE, ST. PETERSBURG, AFTER BEING APPOINTED TO COMMAND THE RUSSIAN FLEET AT PORT ARTHUR.

As for the Japanese, they made preparations that evening at their rendezvous off Port Arthur for a bombardment on the 15th. Late in the night of the 14th, three destroyer flotillas and one torpedo-boat flotilla headed for the roads and laid more mines in them. At daylight they were joined by the fast

cruiser squadron, to draw the Russians out. But this time the Russians refused to be drawn, and no ship of theirs showed its nose outside the harbour. Behind the cruisers came the battleships, and on their way to Port Arthur they found that the enemy had attempted to use against them the very stratagem that they had employed, but in a lawless manner. The Japanese had laid their mines within three miles from the coast, that is to say, in Russian waters, where neutrals would go at their own risk. The Russians, on the other hand, had placed three floating mechanical mines many miles out at sea, in a highway of traffic used by the innocent merchant steamers of all nations. Fortunately for themselves, the Japanese sighted these mines and promptly destroyed them. They then despatched the two new armoured cruisers NISSHIN and KASUGA, the gun-mounts of which were specially adapted for high-angle fire, to the neighbourhood of Pigeon Bay, whence they directed a high-angle fire upon the ships and batteries of Port Arthur, after first with a few shots completely silencing the new Russian fort that had been built overlooking the bay. The Russians replied with indirect fire, but failed to strike the two cruisers, which kept constantly on the move. In the afternoon the fleet drew off and returned to its base, whence next

Russian Lawlessness.

AN OLD INHABITANT OF KOREA. [Bolak photo.

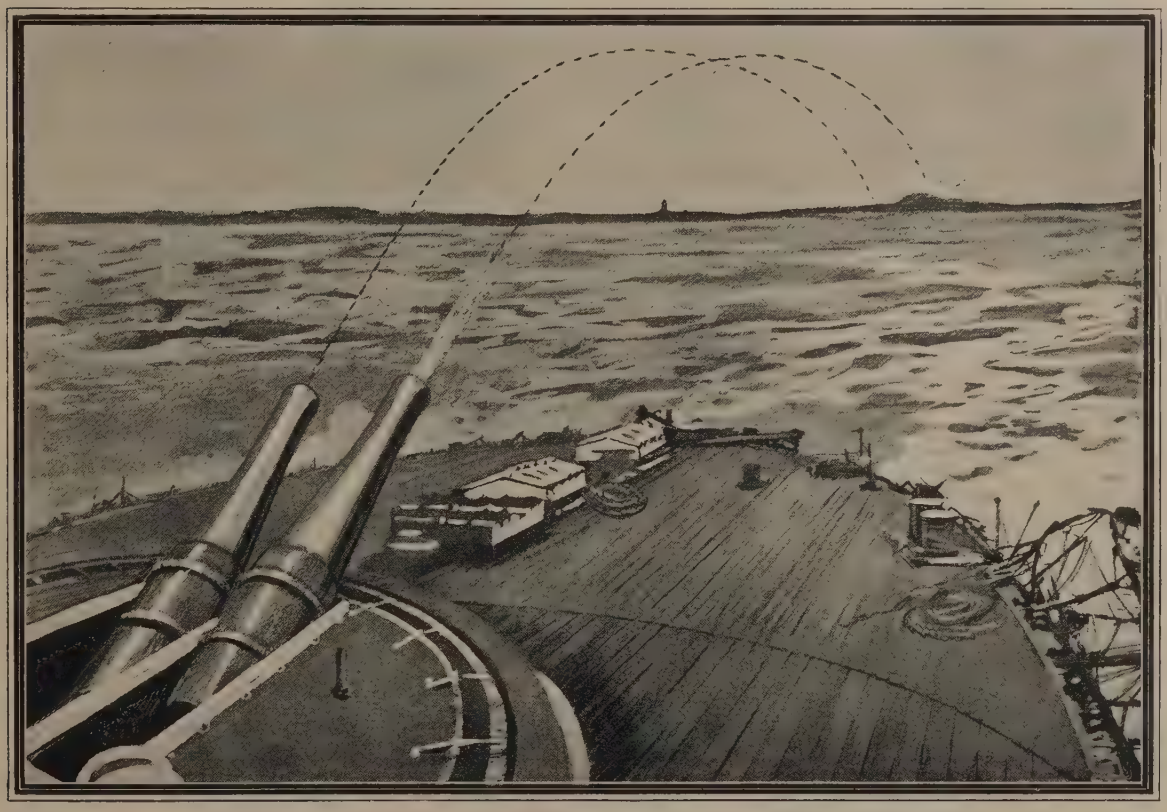


DIAGRAM TO SHOW HOW NAVAL GUNS ARE PLACED FOR HIGH-ANGLE FIRING.

A DESERTED KOREAN VILLAGE—SUNAN. [A. L. Dunn photo.

The people—except the old—fled south. The houses have been partly destroyed for firewood.

day, April 16, Admiral Togo detached the greater part of his armoured cruisers to make a fresh attempt to bring the Russian Vladivostock fleet to battle.

CHAPTER XXI.

SECOND SORTIE OF THE VLADIVOSTOCK SQUADRON—SINKING OF THE "KINSHIU MARU"—THIRD ATTEMPT TO SEAL PORT ARTHUR.

THE division of armoured cruisers which Admiral Togo had detached under Vice-Admiral Kamimura's orders to attack the Vladivostock squadron lost no time in moving to the Japan Sea. On April 16 it parted company with Admiral Togo. It appears to have been composed of four of the vessels of the ASAMA class, with four of the fast cruisers which had done such sterling service before Port Arthur, and two of the older type ships, the NANIWA and TAKACHIPO. In addition there were two torpedo-boat or destroyer flotillas attached to it. It was thus a very powerful force—so powerful as to be certain of beating the Russians, if it had encountered them. But the difficulty was to catch the Russians at sea, away from the guns of Vladivostock. Admiral Kamimura's intention was to steer first for Gensan, where the Japanese maintained a small garrison, and had constructed fortifications, which rendered the place secure from a Russian raid.

Looking for the Russian Fleet.

There he arrrived on April 23,

[Drawn by F. L. Blanchard.

THE JAPANESE TRANSPORT "KINSHIU MARU" SUNK BY THE RUSSIANS.

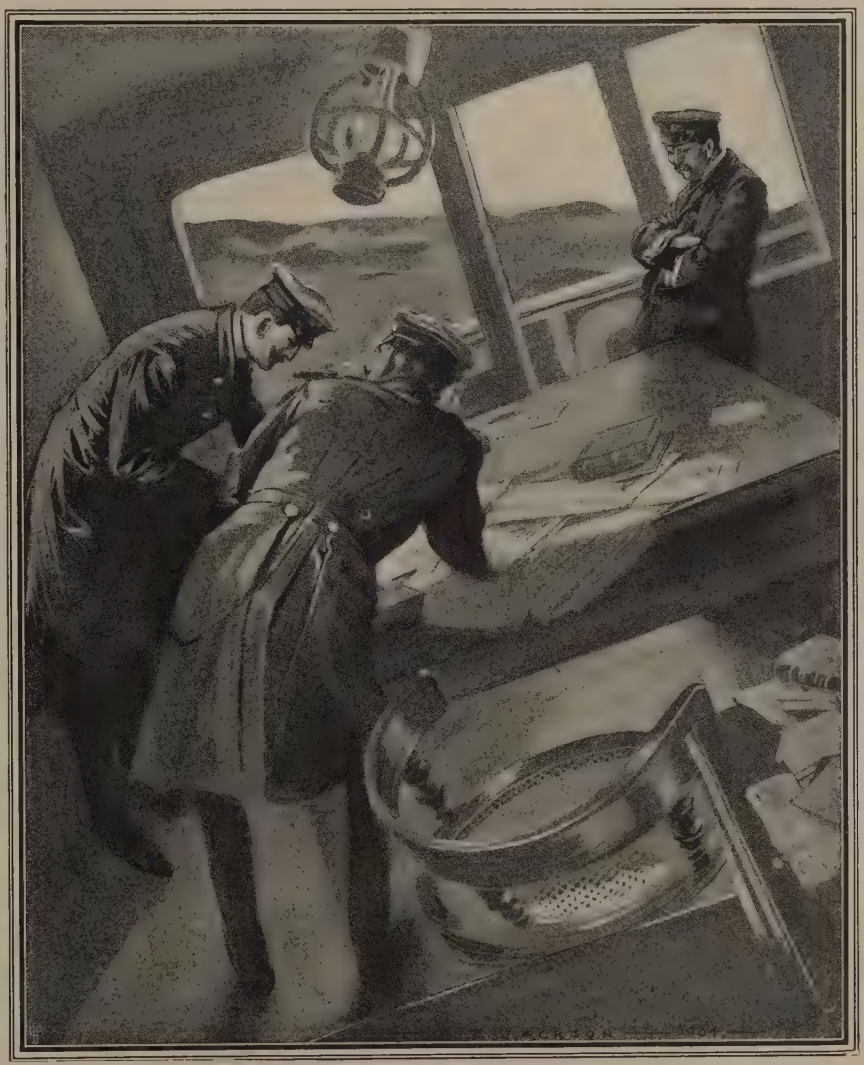
This was one of the vessels that fell into the hands of the Vladivostock Squadron on their visit to Gensan. The "Kinshiu Maru," 2,389 tons, was stopped off Iwon by the Russian Squadron. The ship's captain and three other officers went on board the Russian ship "Rossia." The soldiers on board refused to surrender, and the ship was torpedoed and sent to the bottom.

ELECTRIC TRAM IN THE STREETS OF SEOUL.

early in the morning, and learnt from the commander of the place that Japanese refugees from Songchin, a Korean port some distance to the north, who had been removed a week before by the little coasting steamer HAGINOURA MARU, reported that a force of Cossacks had ridden into Songchin and raided the town, while later rumours had reached Gensan that the enemy were continuing their advance towards the south. The commander of Gensan therefore proposed to the admiral that a small force should be despatched to reconnoitre along the coast, and that the steamer KINSHIU MARU, which accompanied Kamimura, carrying spare stores and coal, should be employed for that purpose. Kamimura acceded to the proposal, and detached the 11th Torpedo-boat Flotilla for her protection; as he himself intended to move northwards against Vladivostock, and would so cover her reconnaissance, it did not appear necessary to give her a stronger escort, nor was it indeed advisable, for military reasons, to weaken his force. He then departed northwards during the morning.

Fleets in a Fog.

The weather was clear inshore as he steamed away, but almost immediately after leaving the coast his ships ran into a dense bank of fog. Notwithstanding this, he stood northwards, hoping to pass out of the fog, which is very local and patchy in the Japan Sea at this season of the year. But the further he went the thicker grew the fog, until it was quite impossible from the deck of one ship to see the next astern, and the vessels had to proceed with the utmost caution, towing fog-buoys astern so as not to lose touch of each other. Even so, it was exceedingly difficult for them to maintain contact. It speaks highly for



TWO RUSSIAN OFFICERS BOARDED THE "GOYO MARU" AND EXAMINED HER PAPERS IN THE CAPTAIN'S CABIN.

RUSSIANS COMPELLING JAPANESE PASSENGERS TO LEAVE THE "GOYO MARU," WHICH THEY SANK.

[Drawn from a photograph.

JAPANESE CAVALRYMEN AT EXERCISE BREAKING IN HORSES

the seamanship of the Japanese that the squadron pursued its dangerous journey without accidents of any kind. And though the Japanese did not know it, the situation was a thrilling one. Through that same fog at the very same time the Russian cruisers of the Vladivostock squadron were also passing, so that at any moment the two enemies might have come into sudden collision, neither being aware of the proximity of the other. But as Fortune would have it—and throughout she was unfavourable to the Japanese—the two forces passed each other

in the fog without sighting one another. We will deal first with the fortunes of the Japanese squadron.

All the 23rd the Japanese proceeded north, while the fog thickened instead of disappearing. In the afternoon of the 24th a position only 70 miles south of Vladivostock was reached, when the weather was still so thick that the admiral decided to turn southwards, as fighting was quite out of the question. After covering 150 miles he found himself in the same belt of fog, and on the 25th, at 6 a.m., resolved to steam back to Gensan. Notwithstanding the difficulties caused by the weather, the whole fleet had kept together—not a vessel was missing. Not till the morning of the 26th did the fog clear from off the surface of the water. Soon after noon the fleet was off Gensan, and when it entered the port the Japanese Consul came on board and made a startling report.

At Gensan.

[Kenny & Son photo.

AN AMBULANCE DOG FOR MANCHURIA.

This has been specially trained by Major Richardson for finding the wounded.

At noon of the previous day, the 25th, four strange warships of large size had appeared off the harbour. With them were two torpedo-boats. They were taken at first for Japanese vessels of Admiral

A RUSSIAN DESTROYER FIRED A TORPEDO AT THE "GOYO MARU," WHICH SENT HER TO THE BOTTOM.

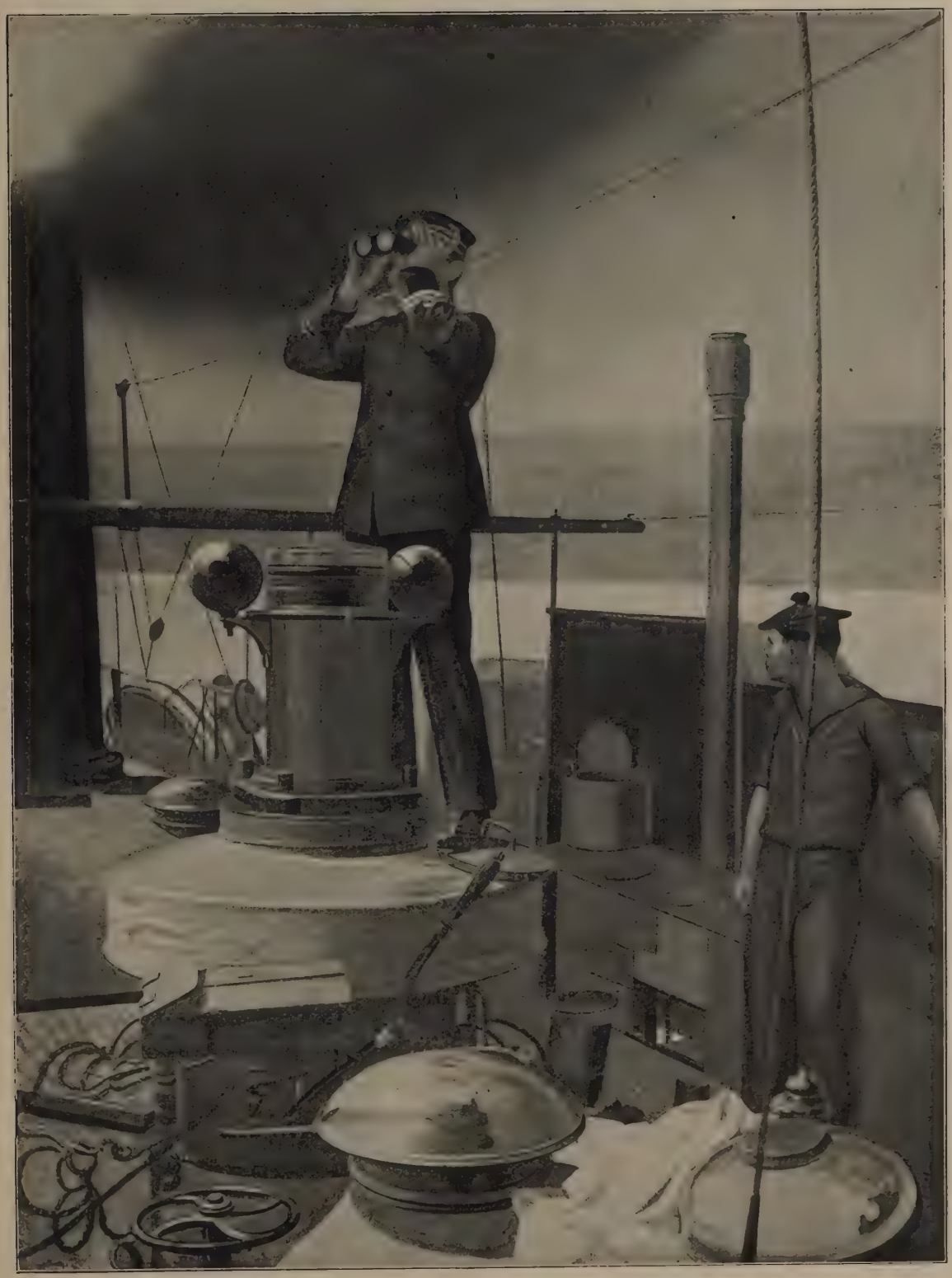
HOW COSSACKS SECURE COVER DURING A SKIRMISH. THEIR HORSES KEEP STILL UNDER THE HOTTEST FIRE.

Kamimura's division, but on their closer approach it was seen that they were Russians—the *Gromovoi*, *Rurik*, *Rossia*, and *Bogatyr*, with two destroyers. The town was defended by hastily raised forts, but no attempt was made to open fire from them upon the Russians, as most of the property in the place belonged to the Japanese, and any offensive action would have resulted in a Russian bombardment and the probable destruction of the town. In the harbour were two steamers. One, the GOYO MARU, a small coasting vessel laden with fish, could be plainly seen from outside the harbour, where the Russians were now lying; the other was well inside the harbour, not easily to be seen, and in some degree screened by the thickness of the weather. This saved her.

Vladivostock Fleet's Sortie.

COMPANY OF JAPANESE INFANTRY ON THE MARCH. [J. H. Hare photo.

All the non-combatants



XVI. JAPANESE OFFICER WATCHING THE FLIGHT OF A TORPEDO. G

[Facsimile sketch by Sheldon Williams.
RUSSIAN COSSACKS RETREATING.

forts and retired about 5 p.m., steaming off in a north-easterly direction, and detaching the *Rurik* with news to Vladivostock. Strange to relate, the little Japanese steamer TAISEI MARU, which was proceeding along the coast south from Tanchong to Gensan, saw nothing of them, and reached Gensan safely a little before Admiral Kamimura's ships. The most serious fact, however, was that the KINSHIU MARU had not returned, nor was there any sign of her escort.

The "Kinshiu Maru" Missing.

hurriedly abandoned the town, in expectation of a bombardment. The garrison stood to arms, and the crew of the GOYO prepared for the worst. The Russian destroyers, after examining the entrance to the port for mines, entered the harbour, and each despatched a boat to the GOYO. Two Russian officers with eight men boarded her, and, going to the captain's cabin, examined her papers. Then they ordered the crew to retire on shore. The order was obeyed, and as the crew took to their boats the end of the GOYO came. One of the destroyers fired a torpedo at her, which sank her almost instantly, tearing in her side a hole 12 ft wide and 24 ft. long. She went to the bottom in shallow water—only 24 ft. deep—so that her recovery was a matter of no great difficulty. She was of 601 tons, and had only arrived at Gensan three hours before.

Boarding the "Goyo."

It was this brilliant exploit that the Japanese Consul reported. After the destruction of the GOYO, the big Russian cruisers entered the harbour; but they made no attempt to engage the

JAPANESE INFANTRY MARCHING NORTH THROUGH THE PEKIN PASS BETWEEN SEOUL AND THE YALU.

[Copyright, 1904, by "Collier's Weekly."
JAPANESE TRANSPORT HORSES IN MANCHURIA.

That something had happened to her was almost certain; the question was whether she had gone ashore on that difficult coast in the fog, or had been caught and captured by the Russians. The armoured cruisers and destroyers at once made ready to put to sea and follow the Russians, when, just as they were leaving, Commander Takebe with the INADZUMA, the flagship of the 11th Torpedo Division and the boats of that division, arrived and made a most disquieting report.

The KINSHIU, he said, had reached Iwon, where it had been determined to land her troops, at noon on the 25th; the troops had landed and reconnoitred, and had re-embarked about 6 p.m. They were preparing to put to sea when the weather became very threatening. The barometer had been falling, and there was every sign of a violent storm. The commander therefore decided to spend the night with his boats close under the coast, in one of the Korean harbours, and informed the officers of the KINSHIU of his resolve. No one appears to have thought for a moment that there was any danger to be apprehended from the Russians, and the KINSHIU'S captain decided to return to Gensan without his convoy. He steamed off into the night and was soon lost to sight. Nothing more was seen of him by the flotilla, but on reaching Gensan the torpedo craft were ordered at once by Kamimura to sail and examine the coast to ascertain what had become of the missing ship.

JAPANESE ON THE MARCH TO MANCHURIA. CROSSING A RIVER IN JUNKS.

Up the rocky coast-line, with the mountains on

THE RUSSIAN CRUISER "ROSSIA" TURNED HER SEARCHLIGHTS UPON THE "KINSHIU," AND TRAINED HER GUNS ON THAT SHIP, WHILE HER BOATS WERE SENT TO CUT THE "KINSHIU" OFF.

their left still white with snow, the torpedo craft steamed, while the fleet stood well out to sea, as it was Kamimura's intention to make a straight line for Vladivostock, in the hope of cutting the Russians off and bringing them to battle when they returned to their port. Both detachments of the fleet on the morning of the 27th discovered signs that a catastrophe had befallen the KINSHIU. Kamimura's vessels found a junk which the KINSHIU was known to have been towing drifting upon the sea, with nothing in but a naval belt and some naval clothing. On seeing it Admiral Kamimura detached the torpedo gunboat CHIHAYA to join the torpedo flotilla and inform them,

Looking for the "Kinshiu."

THE JAPANESE TROOPS ADVANCING INTO MANCHURIA.

[Drawn by A. E. Jackson.

THE MEN ON THE "KINSHIU" PROCEEDED TO LOWER THE BOATS WHILE THE "ROSSIA" FIRED AT THEM.

in order that they might search the coast with the utmost care. The boats, meantime, learnt from a passing vessel that the KINSHIU had encountered the enemy, and had been sunk, and that only a handful of men had escaped.

The Attack on the "Nakamura."

Here the story is taken up by the survivors on board that ship. The Russians had learnt from the Koreans during their call at Gensan that four Japanese torpedo boats and a transport had proceeded north the same morning, and had steered to intercept them. On their way north they fell in with another little Japanese trading steamer, the NAKAMURA MARU, and,

THE WIFE OF GENERAL KUROKI. MANAGER OF THE RED CROSS ASSOCIATION OF VOLUNTEER LADIES.

A RUSSIAN AMAZON. AN OFFICER'S WIFE IN COSSACK UNIFORM AT MUKDEN.

stopping her, removed her crew of 27 men, after which they sank her, the whole process occupying but a few minutes. The pretext for this violent action was that she had war-stores on board, though actually this was not the case. After this fresh exploit, they steamed north through the mist which now lay heavy upon the coast, keeping a sharp look-out for the transport. Their own despatches give a totally incorrect version of the cruise, pretending for some reason or other that the squadron returned to Vladivostock on the evening of the 25th, and only put to sea again on the 26th, meeting the KINSHIU on the night of that day. On board the KINSHIU the soldiers re-

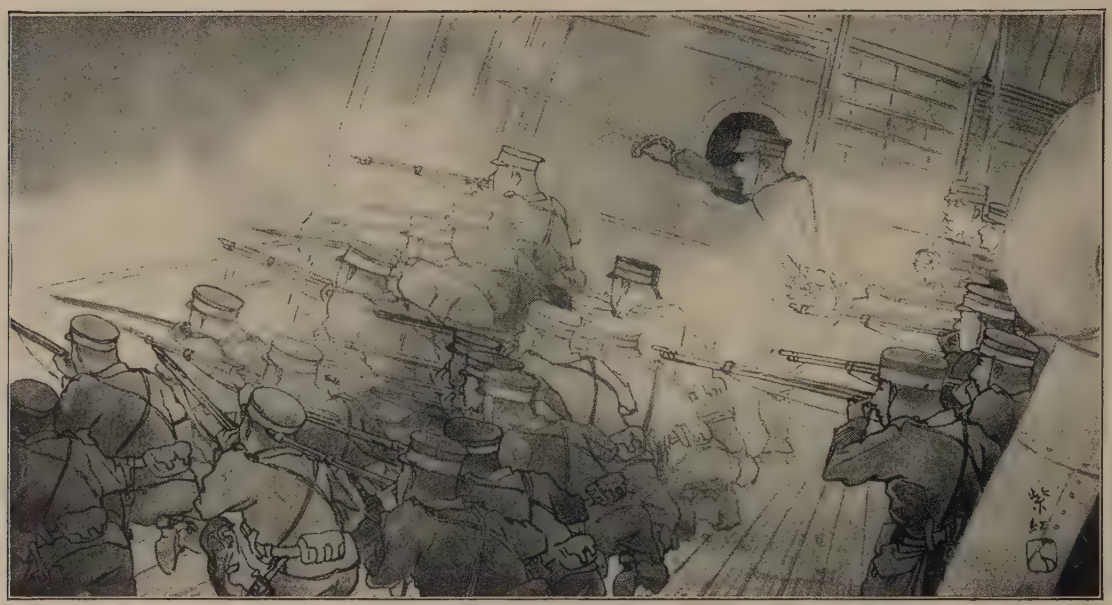
THE MEN FROM THE "KINSHIU" TRYING TO ESCAPE THE "ROSSIA." ONLY THREE ROWED, WHILE THE OTHERS CROUCHED AT THE BOTTOM OF THE BOAT.

tired to rest about 8 of the 25th, and all was quiet. Late in the evening, a little after 10 p.m., the watch suddenly saw a number of large ships only a short distance away through the mist, and, taking them for Japanese, signalled: "We have your coal." The Russian reply was, "Stop instantly!" whereupon the Japanese discovered the grave nature of their mistake.

The cruiser *Rossia* turned her searchlights upon the KINSHIU, and trained her guns on that ship, while her boats were sent to board the Japanese vessel. At the same time the two Russian destroyers took up positions which would enable them to cut the KINSHIU off, in case she attempted to escape. But no such attempt was made; the

[Facsimile of sketch by Melton Prior.

THE JAPANESE SCIENTIFIC CORPS EN ROUTE FOR THE FRONT. FIELD TELEGRAPH SECTION LEAVING TOKIO.



THE SINKING OF THE "KINSHIU MARU." JAPANESE SOLDIERS FIRING UPON THE "ROSSIA."

A KOREAN REST-HOUSE.

undertaking would have been a hopeless one, and must have resulted in the instant destruction of the vessel. The *Rossia* closed to within 50 yards, and her captain from the bridge gave instructions to Captain Yagi of the KINSHIU to send a boat on board the Russian cruiser. At this point the bluejackets on board the KINSHIU made one effort to gain safety. Lowering a boat they rowed for the shore, but were at once cut off by a Russian steam-cutter and a destroyer, and were compelled to surrender. The Russians shouted that they would give an hour's grace to the men on board to abandon the ship, after which they intimated that they would sink her. Another boat, in which were Commander Mizoguchi, Captain Yagi, an interpreter, and a few bluejackets, now proceeded to the *Rossia*, to endeavour to obtain terms for the KINSHIU, and to arrange for the landing of the men on board her upon the Korean coast. As they were immediately made prisoners, and not permitted to make any report to the Japanese Government, it is not certain what happened, but one fact is clear—that their mission was unsuccessful.

Discovering the "Kinshiu."

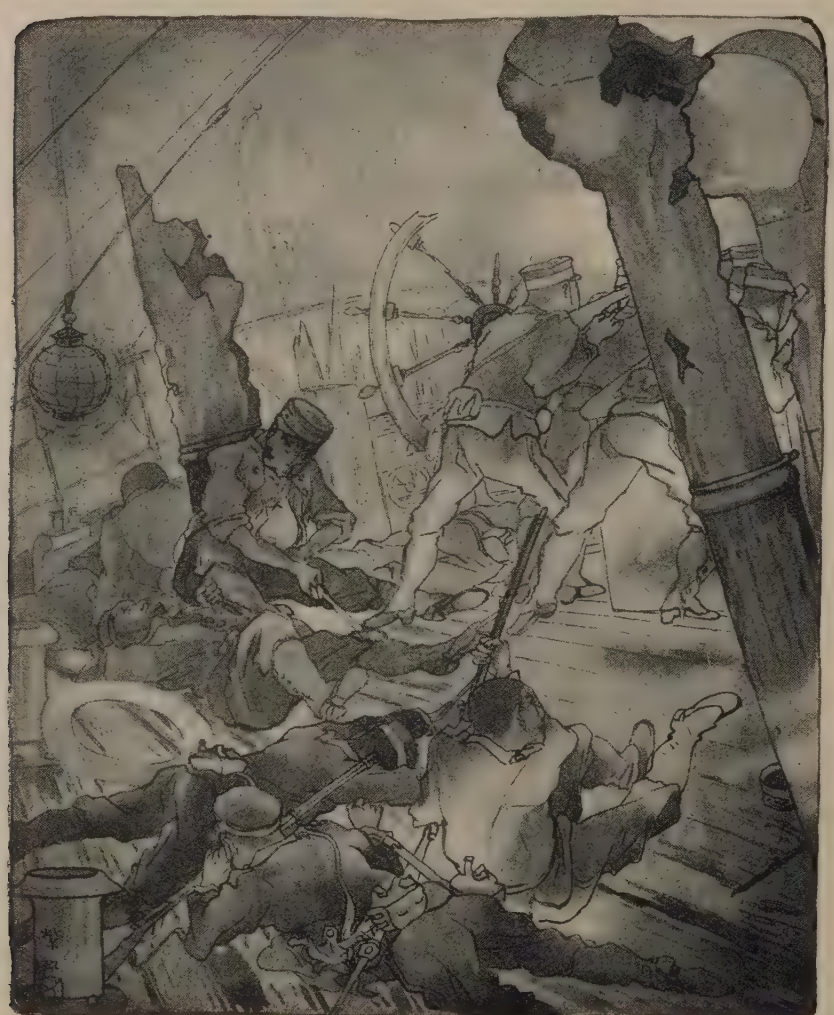
THE END OF THE "KINSHIU MARU."

Two Japanese officers disembowelled themselves rather than surrender to the Russians

JAPANESE SOLDIERS CARRYING SUPPLIES OF RICE.

What followed thereafter is told us in the Russian and Japanese accounts, which substantially agree. The Russians state that they sent a number of men on board to search the Japanese vessel, that these men found the vessel apparently abandoned, but when they went below discovered six infantry officers locked in a cabin, who surrendered to the Russians, and that, on making further search, 130 infantrymen were discovered who flatly refused to surrender. Upon the Russian boat leaving the ship it was fired upon by the soldiers, whereupon the *Rossia* retaliated by attacking the KINSHIU. Certain Japanese non-combatants who escaped state that after the departure of the boat with their naval officers all remained quiet on board. There was no one on deck, but at the stern was a Japanese sentinel before the officers' quarters, who told them that the officers and men had determined to share the fate of the ship. There were in all five officers, 119 soldiers, and 18 bluejackets. The non-combatants were told that they might leave if they could, and they forthwith proceeded to lower the boats. While they were going off to the *Rossia*, nine men climbed stealthily down into one of the boats and determined to make an attempt to get away. Their first trouble was to elude the attention of a destroyer which was standing sentry on the starboard side of the KINSHIU—the *Rossia* was on her port side—and to do this they

Refusing to Surrender.



JAPANESE SOLDIERS COMMITTING SUICIDE ON BOARD THE "KINSHIU MARU" TO AVOID CAPTURE BY THE RUSSIANS.

[Nouvelles photo

HOW THE CORRESPONDENTS PASS THEIR TIME AT THE RUSSIAN HEADQUARTERS. AN AMERICAN REPORTER AMUSING CHINESE CHILDREN WITH SLEIGHT-OF-HAND TRICKS.

decided to pretend to be rowing to the *Rossia*. Her searchlights illuminated the scene and showed them up plainly to view, while, to add to their difficulty, the mist had now cleared off and a bright moon was shining. They rowed some little way towards the *Rossia*, and then turned to escape the beams of the searchlight; only three men rowed, very quietly and stealthily, while the others crouched at the bottom of the boat. Just at this very critical moment, a cloud passed over the moon, obscuring its light, and in

JAPANESE BAGGAGE-TRAIN ON MARCH IN MANCHURIA.

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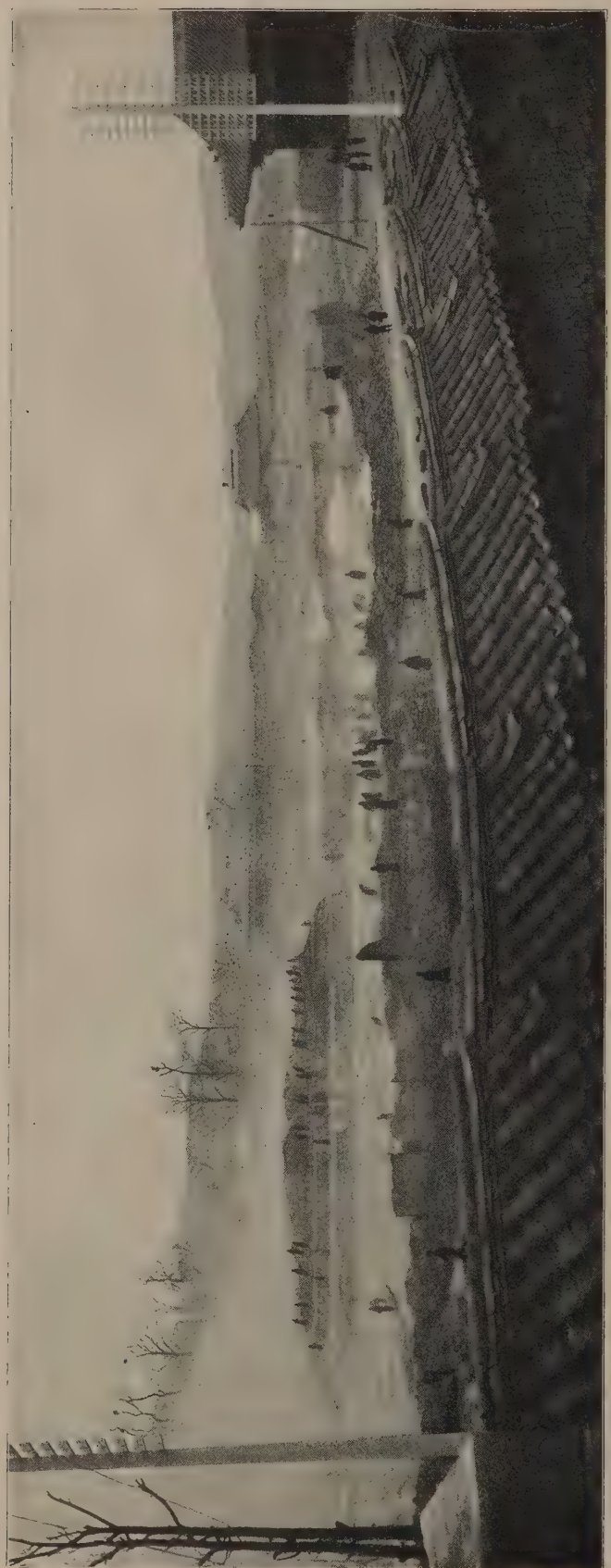

THE BURNING OF THE IMPERIAL PALACE AT SEOUL, APRIL 15.

the darkness they managed to get clear away from the doomed ship. As they retired, they heard a dull, heavy explosion, and then a rapid cannonade for the space of about twenty minutes. They counted about 150 shots from heavy guns. Then there was silence; the searchlights vanished; and the grim forms of the Russian ships faded away into the blackness of night. They were safe and free.

Japanese Heroism.

On board the KINSHIU in those last minutes a scene of extraordinary heroism had been enacted. The troops on board were of one of the regiments of the Oshima division, a battalion of which was said to have shown the "white feather" on the battlefield many years before, so that it had passed into a saying that the Oshima men were cowards. The troops in the KINSHIU were determined to redeem the reputation of their city by a last great act of self-devotion. As the period of grace granted by the Russian cruisers drew towards its close, the officers on board informed the men that they were free to act as they wished, and that they were no longer under military orders. But they stated that they themselves had made their own decision. No one doubted what this meant. The officers were determined to take their own lives, and in the hour of dismay to prove the depth of their love and devotion for Japan and the Emperor —for the sacred national cause in which they were fighting.

The Scene on the "Kinshiu."

At this last strange meeting there was no talk of surrender. The plight of the ship was hopeless, but not a man in all that company flinched before the prospect. Death with honour was, in their eyes, a source of glory, not of fear. Silently and undemonstratively they received these last instructions, and even as the word was given the end came. A Russian officer, who had come on board to examine the ship, found the soldiers under arms, fled in alarm back to

THE "ROSSIA" LET FLY AN 18in. TORPEDO AT THE "KINSHIU."

"There was a violent explosion. The next instant the men in the "Kinshiu" could hear the water pouring into the hold."

THE "IDZUMI" DESTROYING DRIFTING MINES LET LOOSE BY THE RUSSIANS NEAR VLADIVOSTOCK HARBOUR.

the boat, and gave a bugle-signal to the *Rossia*. Then he hurried back to her, and as he hurried the Russian cruiser let fly an 18-in. torpedo. There was a violent explosion; the next instant the men in the KINSHIU could hear the water pouring into the hold. Determined to sell their lives dearly, they hurried up the companion-way, and, forming up on deck, opened fire, shouting the national cry of "Banzai Nippon!" and singing their regimental war-song. At once the *Rossia* dropped back and replied with her quick-firers, while one of the destroyers aimed a second torpedo at the sinking transport.

The KINSHIU was now fast going down. The heroes on her deck, undismayed, fired steadily, while bloody lanes were torn through their ranks by the hail of Russian shells. All

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LONG LINES OF JAPANESE PACK-HORSES BRINGING UP SUPPLIES.

was over; the utmost resistance had been offered, and offered, it might seem, without avail. In full sight of his men Captain Shina cut open his bowels, after the ancient fashion of the Samurai. Lieutenant Terauda and Yokota, with most of the non-commissioned officers, followed his example; of the men, many shot each other, or slew themselves with their bayonets, first tearing off their shoulder-straps so that the Russians should obtain no information as to the disposition of the Japanese forces. Defiant even in death, they won the admiration and respect of the whole world. The Oshima man could thereafter walk proudly; his kinsmen had wiped out the stain of dishonour.

"Sayonara!" "Farewell for ever!" is the parting of the Japanese; and these soldiers, who had gone forth with all the heroic spirit of a gallant race—to fight for their country in this her desperate struggle for life against an immensely powerful foe. that they might save her from the fearful fate of a Finland or a Poland—had never looked to return. They went out. not merely avowing their will to struggle to the end, but carrying that fixed determination deep in their hearts. And though they died, as might seem to the Western observer, vainly and by the wayside, yet the terrible fanaticism, the sublime devotion which they displayed in these their last hours, were evidence to Russia and the world that Japan could never be conquered. Slain her legions might be in the field; but not for them the white flag, that emblem of the soldier's dishonour. Reversing the famous saying of Bandiera—with which he, too, went out like these men to give his life—that "Italy would never live until Italians knew how to die," it might be said that "Japan would never die because her sons cared nothing for life. And when the tidings of the disaster reached Japan, the news of how these men had met their end converted defeat into triumph. The story of the KINSHIU MARU remains, and will remain, among the glories of modern Japan, and the memory of those who fell will read to future generations an imperishable lesson of self-sacrifice and faith which is steadfast to the very end.

"Sayonara!"

JAPANESE COUNCIL OF WAR ON THE FIELD.
This is being held in one of the native straw huts.

The ship went down before all the soldiers had accomplished their purpose. A little band of living men was thrown into the sea. With extreme and unnecessary severity the Russian cruisers steamed away and left them in the water—to drown like dogs, or Japanese. Some 46 men of those in the water succeeded in reaching the damaged boats which were floating on the surface, though even then it was difficult to restrain them from suicide. They had no wish to survive their comrades, and at least one man leaped deliberately into the sea and was drowned. The others safely gained the shore, after enduring unutterable hardships on the icy water, in dense fog. Once they heard a sound like the whistle of a destroyer, and thought that the Russians were again upon them, but found that the strange noise proceeded from a seal, which rose to the surface and seemed to watch them. Five of the survivors managed to keep their rifles, notwithstanding all their troubles.

The "Kinshiu" Goes Down.

[Adelphi Press Agency.

THE GRAVE OF WILL ADAMS,

The first Englishman in Japan. He went there in 1599.

[Facsimile sketch by Melton Prior.

AN UNUSUAL SALUTATION IN JAPAN: THE EUROPEAN HANDSHAKE.

Mr. Melton Prior writes: "The other day, when cavalry and infantry were halted on the road to the railway station, I observed two men from different regiments leave the ranks and advance to meet each other. After the customary bows, they grasped each other's hands in true European style. As this was a very exceptional proceeding, I sent over my interpreter to know the reason, whereupon I learned that these two men had been chums all their lives, and were now going to the front, one as a non-commissioned officer, the other as a private. This might probably be their last meeting. So rare is the handshake among the Japanese that I thought it worthy of a sketch."

Of those on board, according to the Russian reports, 198 were taken prisoners and carried off on board the *Rossia*, while 81 soldiers are known to have been killed. About 20 bluejackets and non-combatants must be added to the list of casualties, while 54 soldiers and non-combatants reached the shore. The soldiers who escaped were anxious to be sent against the enemy, that they might end their lives gloriously in battle, and prove that fear of death was not the cause which had prolonged their existence.

The loss of the ship cannot be ascribed to anything but ill-luck. The probability that the Russians would be encountered was small, and the Japanese naval force was not sufficient to permit of warships being detached to convoy each transport. Even if the torpedo flotilla had been with the steamer, it is doubtful whether it would have succeeded in averting the disaster, as against four large cruisers and two destroyers it would

COMMANDER HAYASHI,
Commander of the Third Blocking Party.

some, and on the morning of the 29th, with ten cruisers and six destroyers, he appeared off Askold Island. During his approach the Russian squadron had been at sea, on its way once more to attack Gensan, but, taking in on its wireless instruments a Japanese signal, had been alarmed and returned to its base. When the Japanese steamed in to reconnoitre, they found the Russians very much on the alert.

For the first time during the war the Russians took the offensive, and two destroyers steamed out towards the Japanese as though intending to use their torpedoes. They were received with so heavy a fire that they at once retired. There was a haze on the sea, and the Japanese waited for it to clear, which it did as the morning advanced. Then the armoured cruisers fired a few shells at the forts, to which the

have been completely outmatched. Admiral Kamimura was blamed for what had occurred, but most unjustly. There was little fault to be found with his dispositions. The fact was that the Japanese Navy was insufficient at one and the same time to blockade both Port Arthur and Vladivostock, and the Japanese authorities acted wisely in concentrating the bulk of their force against the main squadron of the Russians.

Attack on Vladivostock.

As for Admiral Kamimura, he had left Gensan for the second time on the evening of the 26th, proceeding north, and during the afternoon of the 27th he once more entered the fog-bound area, and found the weather so thick that he thought it safer not to approach Vladivostock. On the 28th, however, the fog was less trouble-

HOW PORT ARTHUR LOOKED TO SHIPS THAT PASSED IN THE NIGHT.

forts replied, ten projectiles falling about the IDZUMI, but doing her no harm. It was quite evident that the forts were now armed and properly supplied with ammunition. Observing the Russian Fleet within the harbour, the Japanese retreated, as Kamimura had orders to rejoin Togo by a certain date, which was near at hand. On his way back to Gensan, he found that the Russians had turned drifting mines loose on the sea, and several of these were destroyed by the IDZUMI. He had thus failed to bring the Vladivostock ships, which were now under the command of Admiral Jessen, to action. The reticence of the Japanese official reports prevents us from knowing exactly what was his aim, but, whatever it may have been, it was not attained.

LOOKING FOR RAILWAY BREAKERS IN MANCHURIA.
"Is it dynamite?"

Third Blocking Attempt.

In the Yellow Sea preparations were now complete for a final attempt to seal the entrance to Port Arthur. This was to be made so soon as the Japanese First Army, which all through April had been gathering on the Yalu, was ready to cross that river and attack the Russians in Manchuria. That the fleet might be free to cover the landing, it was essential that it should have perfect liberty of action. Three divisions under General Oku had sailed from Japan to the Hall Archipelago in the last week of April, and were waiting there for General Kuroki's advance to give the signal for action. Since the catastrophe to the *Petropavlosk*, the Russian Fleet had remained inactive in Port Arthur, the only event of importance recorded being a terrible mine explosion which occurred while a number of Russian launches were placing mines in the outer harbour, and as the result of which Lieutenant Pelle and twenty men were killed, and a launch was sunk. On May 2, Admiral Togo learnt that the Yalu had been crossed by the Japanese, and that the moment for action on his part had arrived.

At the Japanese naval base in the Hall Archipelago twelve steamers had been assembled to take part in the attempt. Of these twelve, only eight were eventually taken into the channel and sunk there; their names were the MIKAWA MARU, of 1,967 tons; the SAKURA MARU, of 2,978; the TOTOMI MARU,

of 1,952; the EDO MARU, of 1,724; the OTARU MARU, of 2,547; the SAGAMI MARU, of 1,926; the AIKOKO MARU, of 1,781; and the ASAGAO MARU, of 2,464. All had been specially prepared for the work by filling them with stones and rails, and running liquid cement over the mass, while a number of powerful charges of gun-cotton had been placed along their bottoms, connected with the bridges, so that by pressing a button the vessels could be instantly sunk when they had reached their appointed stations. The large number of vessels employed was to provide against all possible mischances; of twelve ships, it was argued correctly, three or four would be certain to reach the entrance to the harbour, which had been so much narrowed by previous attempts that a few vessels would be able to close it. As in their previous attempts the Japanese had experienced great difficulty in finding the harbour

Twelve Steamers Prepared.

THE LAST TRAIN OF REFUGEES FROM PORT ARTHUR, AFTER THE DISRAILMENT AT TIE-LIN.

THE RUSSIAN DEFENCES OF PORT ARTHUR AS KNOWN TO THE JAPANESE INTELLIGENCE DEPARTMENT.

THE ROADSTEAD OF PORT ARTHUR.

mouth in the darkness, on this occasion five of the leading vessels were equipped with searchlights, which they were to play upon the gap between the precipices that gave access to Port Arthur.

Commander Hayashi, an exceptionally able officer, was in charge of the explosion squadron. The twelve ships were convoyed by a large number of the smaller craft, detached from the Japanese Fleet, and

The Start.

the gunboats AKAGI and CHOKAI; the 2nd, 3rd, 4th, and 5th Destroyer Flotillas, and the 9th, 10th, and 14th Torpedo-boat Flotillas; totalling some 22 torpedo vessels. They left the Hall Islands at noon of May 2, with the knowledge that the main strength of the fleet would follow later in the evening, so as to arrive off the port after the attack had been made. The fast cruisers, which had been detached for the attack of the Vladivostock squadron, were due to rejoin Admiral Togo next day. The weather that evening was calm; the night was lit by a bright moon; and only a light haze hung on the surface of the water. The conditions were exactly what the Japanese desired them to be; they were aware that they must be more easily discovered in the moonlight; but they wished to be able to see clearly enough to carry the ships to their appointed positions, and for the sea to be calm, so that the boats, when they left the explosion ships, might have no difficulty in reaching the torpedo craft ordered to wait outside the harbour for their rescue.

LIEUTENANT-COMMANDER SHIRAISHI.
Commander of the "Sakura Maru."

Unfortunately, as the evening advanced, the Yellow Sea proved its treacherous nature. The barometer fell, a south-easterly

A Storm.

wind began to blow, and towards eleven o'clock it freshened to a gale. The sea rose in response, and the weather became thick and about as unfavourable as could be. As one result of this sudden storm, the Japanese vessels lost touch of each other and of the commanding officer, and were scattered in all directions, so that, though Commander Hayashi signalled, not once, but repeatedly, to abandon the attempt that night, his signal was seen only by four of the ships, which dropped back, according to his orders. The other eight,

the names of which have been given above, with the greater part of the torpedo flotilla, proceeded into the roads, which they reached about 2 a.m. of the 3rd. Though their officers were aware of the immense increase in the risk and difficulty of the work which the bad weather would bring, they never flinched. They knew that the blocking operation was the essential preliminary to the landing in force of the Japanese army on the Liaotong Peninsula,

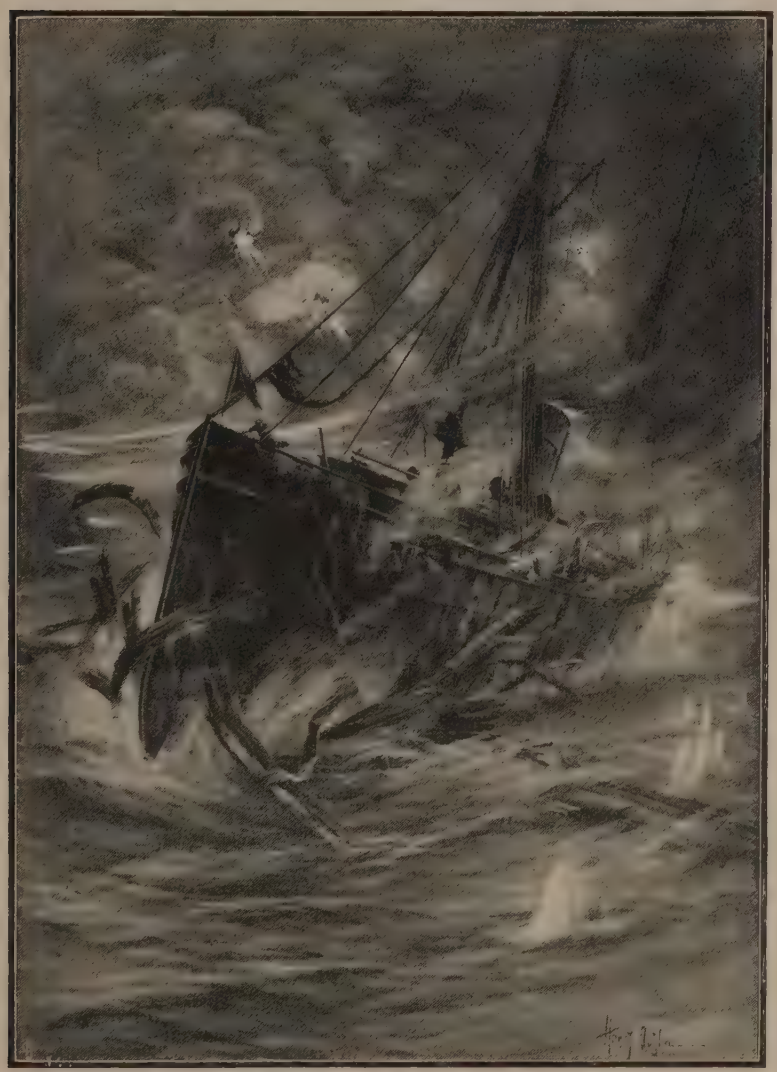
OFFICERS ON BOARD THE "TOTOMI MARU," THE BLOCKING SHIP.

LIEUT.-COMMANDER HONDA, CAPTAIN.

ENGINEER TAKENOUCHI.

FIRST SUB-LIEUTENANT MORINAGA.

One of our correspondents writes: "I had the pleasure of meeting here Lieutenant-Commander Honda a few days ago. He was in charge of the "Totomi Maru" during the last blocking expedition, and gave me a graphic account of the expedition in which he played such an important part, and the particulars of which are already known. The commander bears remarkable evidence of the effect of screaming projectiles and the din of naval warfare, even on an unarmed vessel, for it is with difficulty that he can hear at all, the drum of both ears being seriously damaged The rest of the crew suffered similarly, and the commander told me he experienced great difficulty on board in making his orders heard. He is undergoing medical treatment in Tokio, and has been told that he will recover his hearing. His brain was also affected by the concussions, and he has been confined to his bed owing to this. He was only slightly wounded in the left arm. He told me his vessel was loaded with cement, rubble, and sand in proper proportions to form a concrete mass shortly after immersion in water. The wheel-houses on all these blocking steamers are protected by an armoured shield, but notwithstanding this the man at the 'Totomi Maru's' wheel was disabled, and the commander had to take it. When they were ready to leave the sinking vessel they found their boat riddled and the rudder attachment broken. They plugged up the holes with blanketing, and the commander had to steer by stiffening the rudder with his buttocks, no easy task with his wounded arm. The plucky man carries in his countenance unmistakable evidence of having been into the jaws of death and out again."



THE "MIKAWA" STRUCK AGAINST THE BOOM AND SHATTERED IT AS THOUGH IT HAD BEEN MADE OF PACK-THREAD.

and they were determined to accomplish their orders at whatever cost. But it was unfortunate that they had been dispersed by the storm, since this prevented them from coming on together and sinking in a compact mass in the channel, when its clearance would have been a far more serious task for the Russians than it actually proved. Here, as so often before in the naval war, luck was all against the Japanese.

About two the alarm was given to the Russian gunners by the strange spectacle of a beam from a searchlight, apparently far out at sea, playing right on the harbour mouth. The great searchlights on Golden Hill at once began to sweep the horizon for traces of the as yet invisible foe approaching. The moon was

HEROES OF THE THIRD BLOCKADING FLEET.

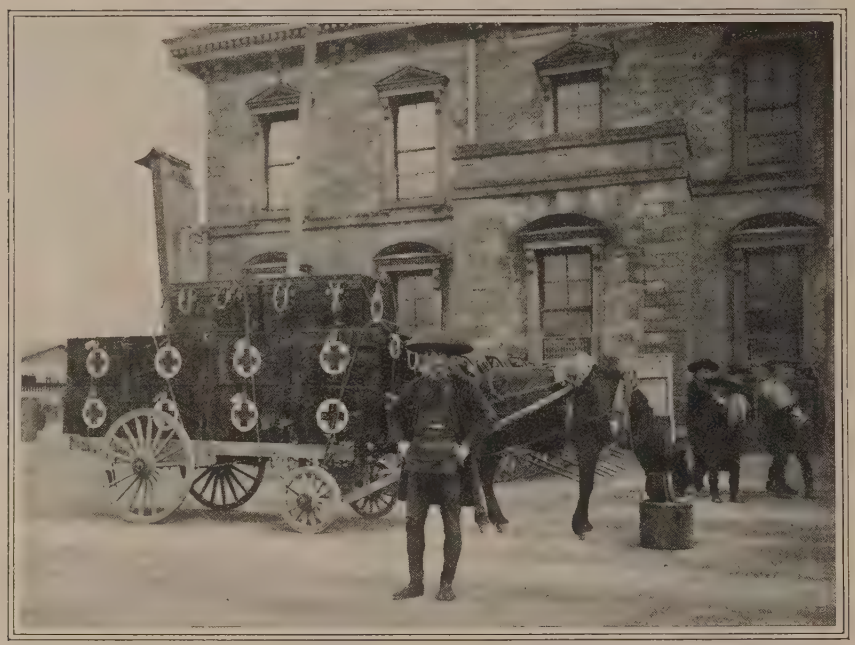
1. Lieutenant-Commander Honda, Captain of the blocking steamer "Totomi Maru." 2. Captain Hayashi, Commander-in-Chief of the blocking party. 3. Lieutenant Sosa, Captain of the blocking steamer "Mikawa Maru." 4. Lieutenant Uchida, Captain of the "Aikoko Maru." 5. Chief-Engineer Serashima, on board the "Sakura Maru." 6. Lieutenant Kasahara, on board the "Otaru Maru."

obscured by clouds, and a heavy sea, rolling in, broke violently on the coast, drowning any sounds that might otherwise have reached their ears from the on-coming steamers. Five Japanese torpedo-boats were almost at once seen in the roads, and fired upon by the small gunboats *Gilyak*, *Otvajny*, and *Gremiaschtchi*, whereupon they retired. For the moment the Russians supposed that the light came from a Japanese cruiser, and waited to allow her to approach within close range before opening fire; then as they descried the MIKAWA MARU, commanded by Lieutenant Sosa, which led the explosion ships, they opened upon her a terrible cannonade, discovering in the glare of their searchlights that she was a merchant-man and not a warship, and divining her purpose. Lieutenant Sosa had seen the flashes of the Russian guns as these directed their fire upon the torpedo flotilla, and imagined that the rest of the explosion vessels had already gone in, and that he was the last. He put on full steam and rushed for the entrance, though, as one of the torpedo-boats' crews afterwards related, the air seemed thick with the rain of projectiles. New batteries had been constructed and armed by the Russians

The Russians Alarmed.

RUSSIAN TROOPS EN ROUTE TO MUKDEN. [J. F. Archibald photo.

BRAVE JAPANESE CADETS ON BOARD THE "SAKURA." FIRING REVOLVERS, THEY FOUGHT TO THE DEATH.



[Copyright photo J. H. Hare.
JAPANESE RED CROSS MEDICAL AND SURGICAL SUPPLIES EN ROUTE FOR ARMY IN KOREA

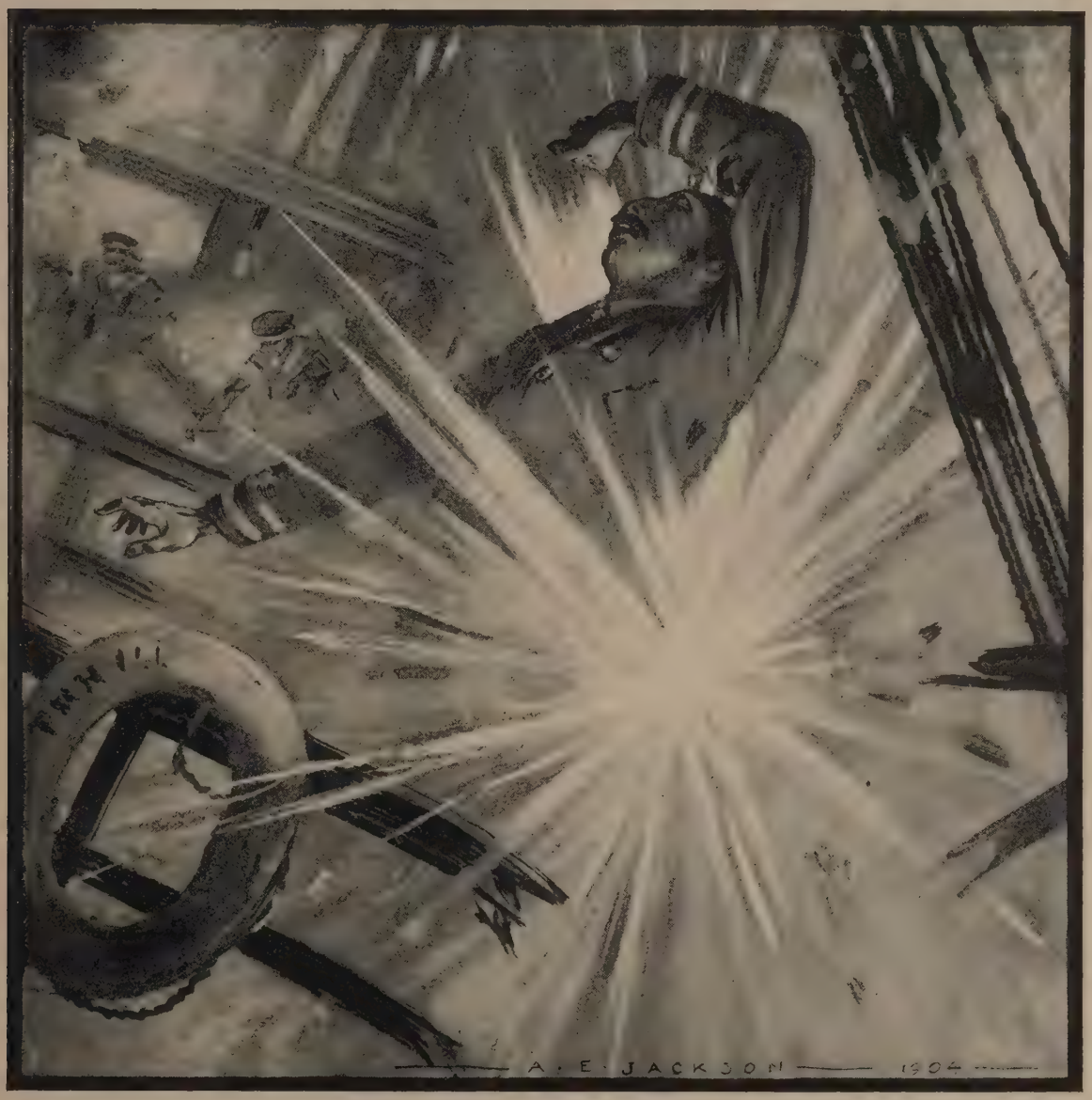
entered the narrow channel which gives admittance to the harbour. There she struck violently on both sides of the low ground, immediately at the foot of the cliffs, near the entrance, and from these issued a steady stream of 12-pounder projectiles, while from the forts poured a hail of heavier shells.

Sinking the "Mikawa."

The uproar and confusion were terrible, but Sosa never flinched, though he speedily discovered his mistake, and saw that he was rushing to death alone. With such speed did the MIKAWA advance that she passed without serious injury through the tempest of shells, and actually

A POWERFUL OBSERVATION MINE EXPLODED UNDER THE "AIKOKO MARU," AND AN IMMENSE COLUMN OF WATER ROSE FROM UNDER HER WITH A TERRIFIC CRASH.

against the boom, shattered it as though it had been made of pack-thread, and not of the stoutest steel hawsers procurable, steamed far up the channel, further than any of the Japanese explosion vessels had previously penetrated, and, amid the ringing cheers of her men and the uproar of exploding mines, swung across the fairway, fired her charges, and rapidly sank. Sosa and the survivors of the crew, still cheering, took to the boats, which were lowered as the ship dropped across the channel, and attempted to steer out to the torpedo craft. But as they fled the Russian searchlights picked them out, and a fearful fire was concentrated upon them. They had done their work with incredible heroism and gallantry, but in the



COMMANDER TAKAYAGI, WHILE STANDING ON THE BRIDGE OF THE "EDO MARU," WAS STRUCK BY A SHELL WHICH ALMOST CUT HIM IN TWO.

true Japanese spirit they refused to raise the white flag or to surrender to the Russians. Shot after shot dropped near the little boats; then a shell struck one of them and she disappeared, with her freight of living men, and all was over. The other was so fortunate as to regain the flotilla.

Immediately after her, the SAKURA MARU made her dash. What happened to her is a little uncertain, as of her devoted crew none returned. But a vessel resembling her was seen to pass, apparently unscathed,

A JAPANESE DRAWING, SHOWING A NAVAL AMBULANCE.

through the storm of fire, and to enter the channel just under the Pinnacle Rock. There she was sunk by her crew. Her boats must have been shot away, since the Russians saw her seamen mount the rigging when the hull of the vessel vanished below the surface of the water. There they burnt flares to show their comrades the channel, and cheered repeatedly. The Russian fire was directed upon them, and first one and then another was seen to fall. From the forts men shouted to them to surrender; they replied with words and acts of defiance, firing revolvers, and plainly showing their resolve to fight to the death, with the magnificent spirit of heroism which has animated the Japanese throughout this war.

Bravery of the "Sakura."

The third steamer to approach was the TOTOMI MARU. Like her predecessors, she advanced at full speed, while the Russian fire grew in intensity; but through all the torrent of projectiles she won her way. "Never," wrote a Russian eye-witness, "have our gunners worked as they worked this night. Wherever the searchlights showed up the enemy, shells poured upon him." Astern of the TOTOMI could be seen other vessels steadfastly advancing, and the torpedo-boats keeping their station fixedly, some 2,000 yards behind, as though it had been a parade movement, and as if there had been no storm of wind and fire to face. The courage and coolness of the Japanese drew tributes even from the Russians; they seemed as men unafraid of death. Now

Discipline in the "Totomi."

THE CREW OF THE "SAKURA MARU."

THE "SAGAMI MARU" STRUCK A MECHANICAL MINE JUST OUTSIDE THE HARBOUR MOUTH

the TOTOMI neared the harbour mouth, and as she neared it, struck violently against some obstacle—what obstacle remains uncertain, but possibly it was a portion of the already broken boom; an instant later there came another and equally violent shock, and she burst her way into the narrowest part of the channel. There, with wonderful skill and coolness, Commander Honda sent her to the bottom. As she sank, her crew formed up to take to the boats; they could be seen in the glare of the searchlights calmly discharging their duty, maintaining the most perfect order and discipline, and at the sight a thrill of admiration and sympathy ran through the veins of the onlookers, and even the gunners in the batteries ashore, who were taking their lives, could scarce refrain from cheers. Then, as the ship sank, the searchlights passed from off her to the next comer; the vision of those heroes faded away into the night, and all the thought of the Russians concentrated upon the destruction of the fourth ship, the AIKOKO MARU. A thousand yards from the entrance, as the shells fell about her and the continual explosions shed a lurid glare on her, which supplied relief to the bluish-white blaze of the searchlights, an

[Berliner Illustrations, Gesellschaft.

A RUSSIAN SENTINEL.

All the sentry-boxes are marked in this striking manner.

RUSSIAN SOLDIERS HAULING UP THE ARTILLERY WAGGONS FROM LAKE BAIKAL TO THE RAILWAY.

EDO MARU led them, and she, too, passed through the shell-swept zone without any fatal injury, and reached the entrance. There she was about to drop her anchor, when her officer in charge, Commander Takayagi, while standing calmly on the port-side of the bridge, was struck by a shell under the left arm. The projectile almost cut him in two; a bluejacket, going to his help, found him dying, with prayers for Japan upon his lips. His place was instantly filled by Lieutenant Nagata, the second in command, by whose orders the anchor was dropped, and the charges in the hull exploded, sinking the vessel. Then in perfect order the immense column of water rose from under her with a terrific crash; the water gave place to flame and steam; a powerful observation mine had been exploded under her, and she went down in a few seconds. Of her crew fifteen escaped, and nine perished or were taken prisoners.

After these four vessels had delivered their attack, there was a pause. The other four vessels, which had parted company from their comrades in the storm, were late in arriving, and the Russians had time to gain breath and cool their guns. Then, just as dawn was at hand, just as the first orange flush of day could be descried in the east, the second batch of explosion ships made their rush. The

The Second Batch of Ships.

HOW JAPANESE SOLDIERS KEEP THEMSELVES COOL BY USING FANS.

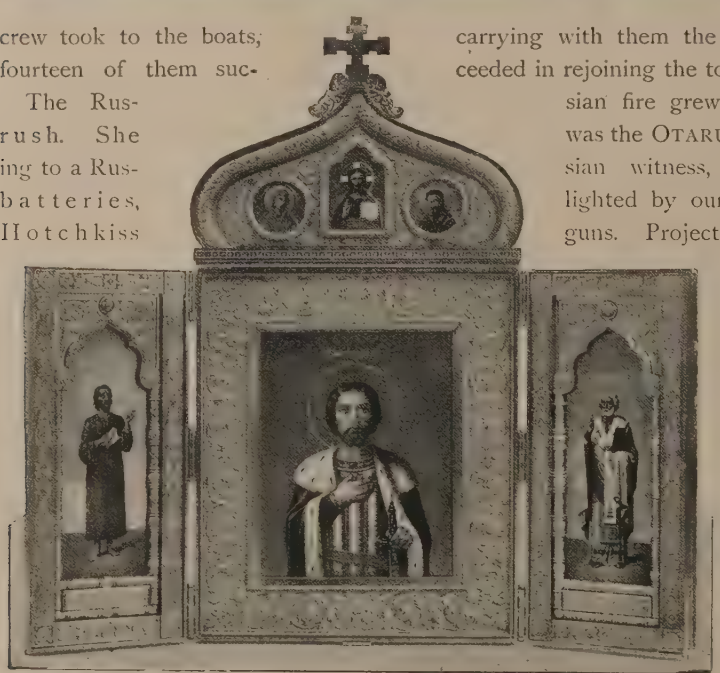
AN AMBULANCE ON SKI—A RUSSIAN METHOD OF CARRYING THEIR WOUNDED ON A SLEDGE EXTEMPORISED FROM SNOWSHOES.

Drawn by H. W. Koekkoek from a photo by L. de St. Fégor.

THE MEN OF THE "ASAGAO MARU" REPLIED TO THE RUSSIANS WITH SHOUTS OF DEFIANCE AND REVOLVER SHOTS.

crew took to the boats, carrying with them the dead body of their fallen leader, and fourteen of them succeeded in rejoining the torpedo flotilla.

The Russian fire grew still hotter as the sixth ship made her rush. She was the OTARU MARU, Commander Nomura. According to a Russian witness, "She advanced directly towards our batteries, lighted by our projectors, answering our fire with her Hotchkiss guns. Projectiles fell all about her but did not strike her. Her great size—she was the largest, save one, of the explosion vessels—rendered her far more dangerous than the others.



THE IKON PRESENTED TO GENERAL KUROPATKIN BY ST. PETERSBURG.
An ikon is a holy picture. Ikons are to be found in every house in Russia, and even in waiting-rooms at the stations.

On the Rocks.

At last, their eyes evidently blinded by our searchlights, her crew headed her in the wrong direction and drove her on the rocks. Our men at once aimed their fire at the boats which put off from her and tried to get clear of the coast. It was marvellous to see how the Japanese seamen toiled. Now they stopped rowing and remained motionless, as though they had all

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THE CZAR OF RUSSIA EXHIBITING AN IKON TO DEPARTING TROOPS.

been killed; now, profiting by their momentary rest, they again exerted themselves to the utmost. From minute to minute their number decreased, and at last in the boats only bodies were left. Just at this point, after the destruction of the sixth explosion vessel, our searchlights discovered a Japanese torpedo-boat. Almost at once she was hit by our shells, and enveloped in an immense white cloud of steam; and when the cloud vanished the boat had gone." A Chinese spectator ashore speaks of the thrilling nature of the scene. "The Russian troops," he says, "opened fire from every direction, and

LIEUTENANT NARIMOTO CAME TO THE RESCUE OF No. 65, AND DRAGGED HER OUT OF THE ZONE OF FIRE.

mechanical mines were exploding everywhere. The glare of the firing disclosed vivid pictures on board the steamers, where the Japanese officers and seamen could be descried fighting desperately."

The seventh steamer, the SAGAMI MARU, Commander Yuasa, failed to reach the entrance. As she came on she diverged somewhat from the course which the other explosion vessels had taken, and struck a Russian mechanical mine just outside the harbour mouth. The result was a fearful explosion; after which she appears to have sunk almost instantaneously, carrying down with her many of her officers and men. From her no boat and no survivors returned; if any did escape the explosion, they were captured by the Russians or drowned in the sea. The body of one of her stokers, a volunteer from the ITSUKUSHIMA, was all that was recovered from her. The eighth vessel, the ASAGAO MARU, was not more fortunate. She was struck by a shell on her rudder, and, becoming unmanageable as she neared the entrance, she drove ashore just under Golden Hill, where her crew sank her. The men in the Russian batteries, not a stone's throw off, called to her seamen to surrender; the only replies made here, as elsewhere, were shouts of defiance and revolver shots from the Japanese.

RUSSIAN CAVALRY CROSSING A RIVER.

Here the loose ice is floating. The Cossacks are standing in the saddles with their feet in shortened stirrups.

"Our adversaries," says the Russian witness already quoted, "showed extraordinary bravery, and refused to surrender. A Japanese who had been dragged out of the water by our men tried to strangle himself with his neck-cloth. The few prisoners who were rescued by our men were at once wrapped in warm blankets and carefully attended, but most of the Japanese, who had taken refuge in their small boats, died under our very eyes to the last man, without one making the signal of surrender. In one boat which ran aground in the harbour and was overpowered there were 22 men, 15 of whom were wounded. When they saw that they were prisoners, they attempted to strangle themselves. All the Japanese wounded had been hit on the head or the hands. With eight other men, whom we rescued from the rigging of the

PRAYING FOR A WOUNDED SOLDIER—A PICTURESQUE JAPANESE CUSTOM

The suppliant must be in a white costume, and before wording her prayer she must fill the iron pots with water. When the water is hot she must sprinkle herself with a few drops from each vessel.

ships, these were all that were saved; and when one of our whale-boats approached an explosion vessel just after she had sunk, and tried to rescue her crew, the Japanese refused all help and opened fire on those who were striving to rescue them."

The Russians are to be honoured for the humanity which on this occasion they attempted to show to their heroic enemies; the Japanese, for a gallantry and devotion unsurpassed in the annals of any nation.

Togo's Commendation.

"This blocking operation," wrote Admiral Togo in his official report, "was incomparably more hazardous than either of those that preceded it, the storm adding to the difficulties. . . . It is most unhappily impossible to learn any details of this their (the SAKURA'S, SAGAMI'S, OTARU'S, and ASAGAO'S) last great act of daring; but I believe that their heroism will long stand in the pages of their country's history. The destroyer squadrons and the torpedo squadrons, battling against the violent wind and the high seas during the night, did their duty well." In the flotilla there were several casualties; the boats AOTAKA and HAYABUSA each lost a man; while No. 65, commanded by Lieutenant Taira, had one of her steam-pipes hit, and lost three of her crew. She was evidently the torpedo-boat which the Russians saw enveloped in a cloud of steam, and which they fancied had been sunk; but, as a matter of fact, in the midst of the uproar and storm, No. 75, Lieutenant Narimoto, came gallantly to her rescue, took her in tow, and dragged her out of the zone of fire, so that she escaped. The AOTAKA sustained some slight damage to her machinery.

1. TRAVELLING KITCHEN—THE RUSSIAN CART FOR COOKING ON THE MARCH.
The boiler holds about forty gallons. It has a collapsible chimney.

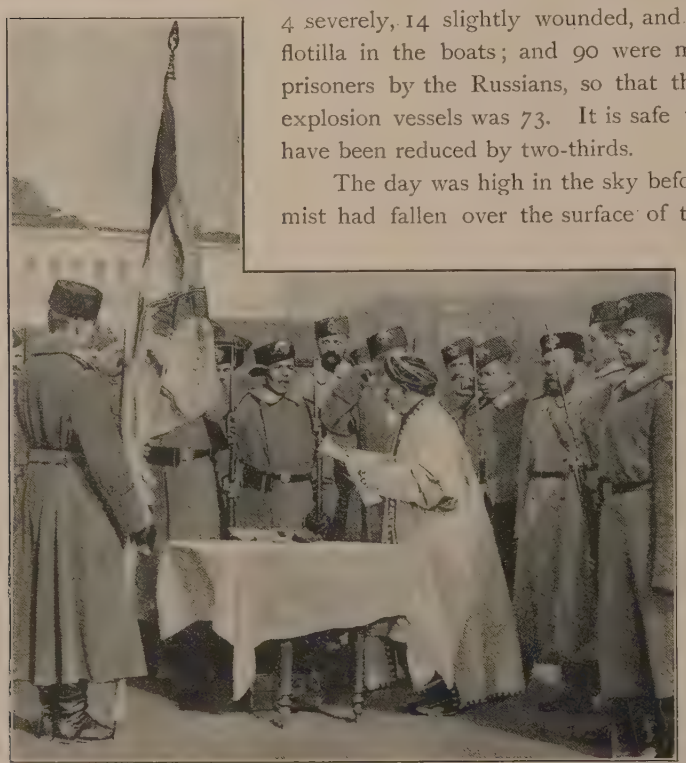
Some small parties of Japanese landed under the forts and defended themselves to the last. Thus ten swam ashore to the Mantow Hill and there died, declining to raise the white flag, and twelve landed at Golden Hill, and actually made a rush on the forts. In all, 157 officers and men went in on board the explosion steamers; of these 13 are known to have been killed or to have died of their wounds;

The Loss of Life.

AT MUKDEN STATION. ARRIVAL OF TRAINS FROM PORT ARTHUR AND FROM MOSCOW

Fresh troops arrive as wounded men are being removed by train.

COALING AND LOADING JAPANESE TRANSPORTS IN SHIMONOSEKI HARBOUR. [Drawn by Melton Prior.



SWEARING IN A MOHAMMEDAN RECRUIT TO FIGHT FOR THE CZAR.

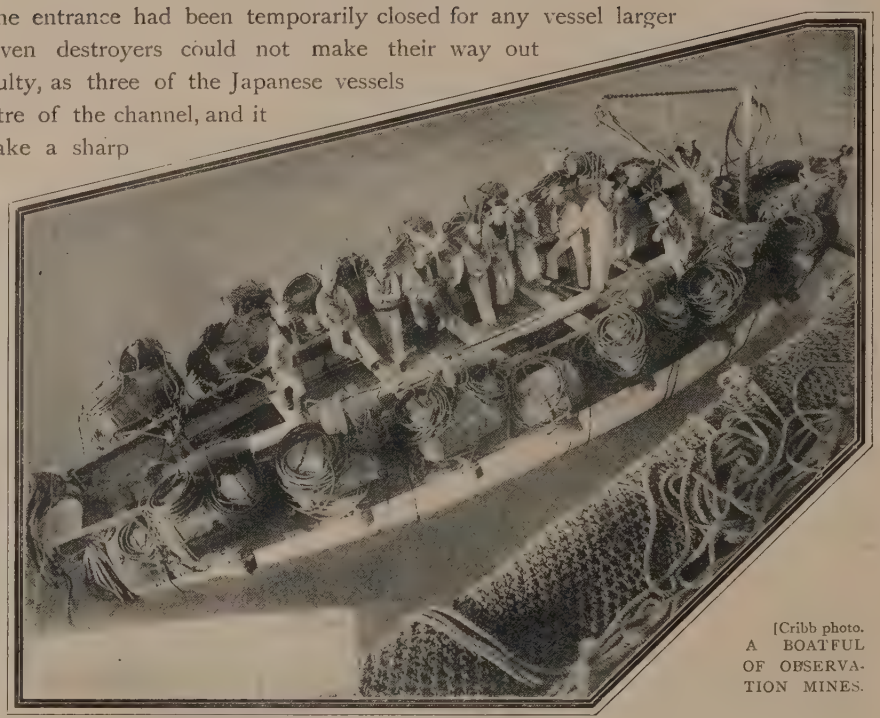
4 severely, 14 slightly wounded, and 36 uninjured men escaped to the torpedo flotilla in the boats; and 90 were missing. Of the 90 missing 30 were taken prisoners by the Russians, so that the actual loss of life to the Japanese in the explosion vessels was 73. It is safe to say that but for the storm this loss would have been reduced by two-thirds.

The day was high in the sky before the firing ceased, but with dawn a heavy mist had fallen over the surface of the sea, veiling from the sight the scene of that tremendous conflict. At 6 a.m. the Japanese fast cruiser squadron arrived to cover the retreat of the torpedo-boats and to search the coast for survivors, and three hours later Admiral Togo was on the spot. He steamed in as near as he possibly could, but the fog thickened as the morning advanced, and it was impossible even to make out the cliffs which fringe the entrance to Port Arthur. The small craft, however, stood close in and reported that the masts of the sunken vessels showed in a line across the entrance, so that it was probably closed. The Russian Fleet within gave no sign of activity, and few of its vessels appeared to be under steam.

Result.

JAPANESE SOLDIERS SHOOTING A KOREAN SPY WHO HAS GIVEN INFORMATION TO THE RUSSIANS.

As a matter of fact the entrance had been temporarily closed for any vessel larger than a destroyer, and even destroyers could not make their way out except with extreme difficulty, as three of the Japanese vessels were sunk well in the centre of the channel, and it was necessary first to make a sharp turn to the south-east, and then another equally sharp one to the west, while even then the wrecks further out in the entrance to the channel impeded navigation. Weeks passed before the Russians could blast a way through the wrecks, and after all their engineering operations the mouth of the harbour remained difficult. Thus the purpose of the Japanese was attained—for a period, at all events.



[Cribb photo.
A BOATFUL OF OBSERVATION MINES.

In the words of a Far Eastern writer, "To utter any eulogy of such heroism seems almost an

Drawn from a photo by Karl Lewis.
YOUNG JAPAN'S WELCOME TO THE TROOPS ON THEIR ARRIVAL AT TOKIO TO EMBARK AT YOKOHAMA.
This was a schoolboys' accordion band.

impertinence. In this war the Japanese are showing splendid qualities. They are proving themselves to be not only brave in a superlative degree but also exceptionally competent. The little incident of the torpedo-boat No. 65 is an eloquent illustration. . . . And consider the work upon which these

TWELVE JAPANESE LANDED AT GOLDEN HILL, AND ACTUALLY MADE A RUSH ON THE FORTS.

[Sidney Smith photo.
TROOPS ON THEIR WAY TO EMBARK FOR PORT ARTHUR FROM YOKOHAMA.

destroyers and torpedoers have been engaged for the past three months.

Superlatively Brave.

Think of them again and again steaming in pitchy darkness, without a light burning, and often in heavy seas, either to attack the enemy or to escort steamers engaged on duty of the deadliest peril, yet never once is there a fatal collision or an accident of any kind that can be attributed to faulty seamanship or careless handling . . If they were our own countrymen we should be proud and thankful. We do not see how seamen of that calibre are to be beaten."

Late in the afternoon of May 3, Admiral Togo left a cruiser division to watch Port Arthur, and with the rest of his fleet steamed off to the Hall Islands, to cover the landing of General Oku's army. One task had been well performed, but the discharge of another was just beginning. He moved at high speed, for hours were of moment, and reached the rendezvous before daylight on the 4th. It now remains to trace the movements on the Yalu which had paved the way for this new landing.

[Sidney Smith photo.
JAPANESE TROOPS GOING ABOARD AT YOKOHAMA FOR PORT ARTHUR.

A CANAL SCENE IN TOKIO. [G. Smith photo.

No. XVIII. JAPANESE PATROLLING PARTY IN A KOREAN TOWN SPYING OUT THE LAND. G

GENERAL KUROKI, IN COMMAND OF THE JAPANESE TROOPS AT THE YALU RIVER

CHAPTER XXII.

THE JAPANESE CROSS THE YALU.

WHEN the Japanese of the advanced guard reached Wiju on April 4 they found the River Yalu still impassable, by reason of the masses of floating ice which were borne down-stream in its turbid flood. The Russians had destroyed the bridges of boats, by which they had made their southward movement into Korea, and from the lower slopes of the snow-clad heights on the western shore of the stream watched attentively the Japanese proceedings.

Japanese at Wiju.

The river at Wiju flows in a bed nearly 7,000 yards wide, but the width of the actual waterway is broken by innumerable large islands, sandy and scrub-covered in normal seasons, but from time to time submerged in heavy floods. In spring the islands were not under water. Between Wiju and Kuliencheng are two large islands, the one nearest Wiju known as Kinteito, several miles long, and at its broadest point a mile and a half wide. The channel which parts it from Wiju is narrow, and can be forded waist-deep except when the river is in flood. Beyond Kinteito and the next island, Kingting—or, as the Russians called it, Somalinda—is the main channel, which is deep and rapid, and from 700 to 1,000 ft. wide. The island of Kingting is even larger and wider than that of Kinteito, and lies close under Kuliencheng, at the junction of the River Aiho and the Yalu, sending up its northern apex far into the Aiho, and dominated in this direction by the towering bluff of Hushan, or Tiger Hill, which rises on the western bank of the Yalu, just above the point where one channel of the River Aiho joins it. The channel between Kingting and the Manchurian bank can be forded with difficulty at one or two points.

GENERAL FUJII, CHIEF OF GENERAL KUROKI'S STAFF.

GENERAL KUROKI AND HIS STAFF.

To the north of Kuliencheng, along the west bank of the Aiho, runs a line of heights, difficult and precipitous, facing Hushan and the height of Yulchawon, which rises on the east bank of the Aiho, to the north of Hushan. Above the two big islands of Kinteito and Kingting

GENERAL SASSULITCH'S SOUTHWARD MARCH TO THE YALU.

[Copyright "Sphere."

CHINNAMPO HARBOUR, WITH JAPANESE TRANSPORTS ARRIVING.

are the smaller ones of Oseki and Kiurito, higher up the river. Finally, after stretching for many miles, the islands end near Sukuchin, ten miles above Wiju, where is a small one, unnamed, and where the breadth of the main channel is only 700 ft. Opposite Sukuchin is very rough, broken ground, which at first sight appears impracticable for troops. Ridge on ridge of mountains come down from the lofty ranges of Manchuria, and here and there the frowning faces of the cliffs are relieved by small patches of pine-forest.

Islands on the Yalu.

To the south-west of Wiju the islands continue for some distance, the most noteworthy being Ransito, or Lanjado, which is as large as Kinteito, and which fits neatly into Kingting and Kinteito Islands, parted only from them by narrow channels, which, however, are deep and difficult. Opposite its western extremity, on Manchurian soil, lies the town of Antung, where there had been a ferry. Below Ransito the islands continue for some distance and then disappear, and the river widens out into an immense estuary, two to three miles wide, which is exceedingly difficult of navigation by reason of sandbanks. At Yongampo, a town on the Korean bank, there are more small islands, but here there is deep water close inshore, so that transports can land stores and troops without any difficulty.

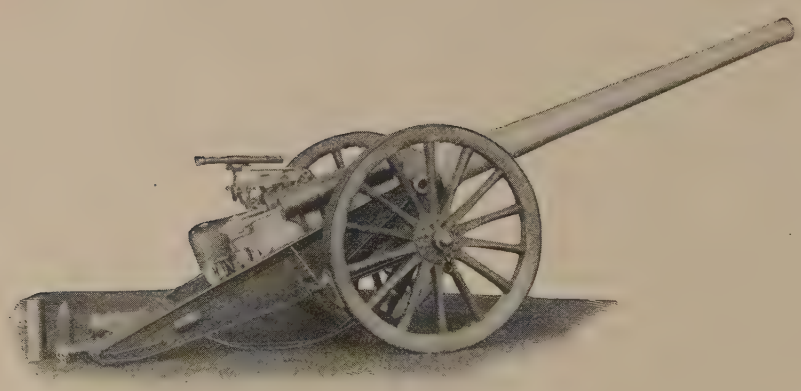
Though the Russian positions near Kuliencheng overlooked the level plain through which the river flowed, and the entire valley to the south of the stream as far as the heights which rise at and just to the south of Wiju, the configuration of the country on the whole favoured the Japanese. The narrow channels between the islands and the Korean bank of the Yalu were shrouded by willow growth from inquisitive eyes, while numerous dongas and patches of bushes in the apparently coverless islands might serve to harbour and conceal a large force under the very guns of batteries on the heights to the north of Kuliencheng. The elevations north of Wiju offered ideal positions for modern long-range artillery, which could direct its fire upon every point in the Kuliencheng position. But the real key to the passage was the height of Hushan with the ground to the north of it; when this was once in the hands of the Japanese, the Russian position would become untenable. Finally, the numerous channels offered great facilities to the Japanese for the preparation of their pontoons and bridging material, while the broken ground immediately behind Wiju would conceal a vast army.

The Lie of the Land.

The first step which the Japanese took after their hold upon Wiju was assured was to detach a brigade of the 12th Division, under Major-General Sasaki, to make a wide turning movement. This division being equipped

GENERAL MISTCHENKO,
Who was stationed near Antung to prevent the Japanese crossing of the Yalu.

JAPANESE FEARLESSNESS OF DEATH—INFANTRY CHARGING IN CLOSE COLUMN AT THE BATTLE OF WIJU, ON THE RIVER YALU.



4·7-in. GUN ON FIELD CARRIAGE,
Such as used by the Japanese. Made and photographed by Armstrong, Whitworth & Co.

European troops; the men had to make their own roads, as the Korean tracks were mere mountain footpaths. Yet by April 20 this difficult and toilsome march had been accomplished with success. At the same time reports were purposely spread by the Japanese that two or three divisions were moving towards points yet higher up the Yalu, thus compelling the Russians to watch the whole river front. The rest of the 12th Division was posted between Sukuchin and Chensong; and the whole division, forming the Japanese right, was directed to concentrate at Sukuchin on the 28th.

Meantime at Wiju great preparations had been made by the Japanese engineers, who had secured the services of large numbers of Korean coolies. Along all the roads leading to Wiju and the various strategic points which General Kuroki wished to occupy elaborate screens of straw and boughs had with mountain artillery was specially adapted for a difficult and toilsome march through mountains and along execrable roads. It was ordered to move from Anju to Chensong, which lies 45 miles higher up the Yalu than Wiju. The distance to be covered from Anju was over 80 miles through wild forest country, impracticable for

Anju to Chensong.

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JAPANESE TROOPS RESTING BEFORE CLIMBING THROUGH THE TONGSAN MOUNTAINS BETWEEN SEOUL AND PING YANG.

been constructed. So artfully were these devised that they completely concealed the movement of troops along the roads. Even the passes leading down to Wiju were masked in the same clever fashion by a series of what looked like triumphal arches. Viewed from in front, and from a distance, the road disappeared from sight, and there was only a ravine covered with an abundant growth of foliage. Thus the Japanese Army would be able to concentrate, without the Russians obtaining the slightest idea of its strength. It could move backwards or forwards on the Korean bank of the Yalu, and its movements would be invisible. It could thus employ the deadliest weapon in the arsenal of the general—surprise.

A Wonderful Screen

General Kuroki had decided to force a passage near Kuliencheng; but now his first object was to lead the Russians to suppose that he meant to cross lower down. To convey this illusion to his enemy it was necessary to make a great display in the direction of Yongampo. Consequently troops were disclosed there, and on April 10 a Japanese squadron, composed of the old wooden cruiser KAIMON, two shallow-draught gunboats, and a number of old torpedo-boats and armed launches, appeared in the mouth of the river, under the orders of Admiral Hosoya, and set to work to remove the Russian mines placed in the stream, to reconnoitre thoroughly, and to prevent the Russians from landing small parties of scouts to the south of the stream. It was vital for the Russians to obtain exact information of the Japanese plans, and to do this they were bound to cross the river. But on the Japanese side there was a strong determination that the enemy should know nothing whatever of all that was happening, and the watch kept both by army and navy was vigilant in the extreme.

Deluding the Russians.

WHEN JUNK MEETS JUNK.

A junk full of Japanese soldiers meeting a similar junk full of Russians compelled the latter to leave their boat and bolt for the shore, with a loss of three killed or wounded.

Continuous skirmishing proceeded between the Japanese outposts lining the bank of the river and the Russian scouting parties, and from time to time the Japanese navy intervened in these affairs.. On April 10

COSSACKS SURPRISING AND ATTACKING A JAPANESE CONVOY ON THE YALU.

Sub-Lieutenant Yamaguchi, of the Japanese Navy, while reconnoitring the river in a junk, discovered a number of Russians on board another junk engaged on the same work, and a sharp skirmish followed, as the result of which the Russians were compelled to abandon their vessel and to bolt for the shore, with a loss of three killed or wounded. During the following days the Japanese heavy artillery arrived at Yongampo, and was landed there by night without the knowledge of the Russians. General Sassulitch, who commanded at Kuliencheng, had been positive from the first that the Japanese could bring against him nothing but mountain artillery, which was not much to be feared, from the shortness of its range. In this delusion he was confirmed by the reports of the Cossacks who had raided Korea, and who stated that the Korean

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JAPANESE TROOPS ADVANCING BEHIND BAMBOO SCREENS TO AVOID THE OBSERVATION OF THE RUSSIANS.

PONTOONS GOING TO WIJU. A HALT ON THE ROAD. [Copyright "Collier's Weekly."

roads were quite hopeless for large guns. His firm belief, as the Japanese had hoped, was that the attempt to cross would be made below Antung and not above Wiju, and when he saw pontoons in the neighbourhood of Yongampo, and noted the presence of the naval flotilla at the mouth of the river, he was more than ever confident that he had been right, and accordingly stationed part of General Mistchenko's division of Cossacks near Antung, supporting it with the 3rd Russian Rifle Division. As for any possibility of an attack on his left in front of Hushan, he dismissed it, in the complacent belief that the Japanese would never adventure themselves in the terrible mountain country which intervened between his flank and the Yalu, while he further supposed that the River Aiho was unfordable, and would prove an impassable obstacle to his enemy.

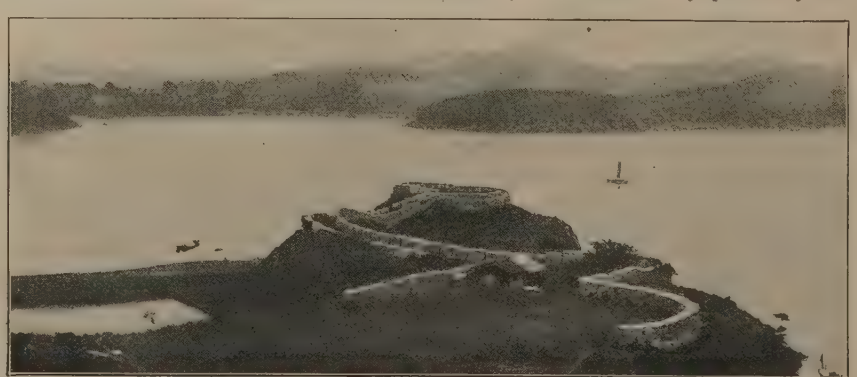
Nevertheless, as Japanese troops were reported at Sukuchin, he detached a battalion in that direction to observe their movements, placed outposts in the various islands, occupied Hushan with a small force, planted

No. XVIII. BRIDGING THE YALU THE DAY BEFORE THE BATTLE.

RUSSIAN OUTPOST SKIRMISHING ON THE YALU.

his field artillery on a bowl-shaped eminence just to the north of Kuliencheng, which commanded the valleys of the Aiho and Yalu, stationed the 11th, 12th, and 22nd Regiments, each three battalions strong, on the line of heights to the west of the Aiho Valley, and in the neighbourhood of Kuliencheng, and reported that his position was impregnable, and that he would defy the Japanese to effect the passage of the stream. As the first sign of the Japanese attack, he waited for news that the foreign attachés had left Tokio for the front; but when this news did not come, he seems to have supposed with a good many Russians that the Japanese might, after all, be content to remain on the Yalu, safeguarding their acquisition of Korea. But he made attempts to penetrate the Japanese screen of outposts in the direction of Yongampo, and on April 21 directed the scouts of the 11th Rifle Regiment to cross the Yalu with four Korean barges, find out what they could, and destroy a number of Japanese junks and vessels collected at the mouth of the Paingma rivulet. Captain Zemietsen, with 34 officers and men, was entrusted with this mission. The party of Russians crossed the river without misadventure and landed two scouts on the Korean bank, who almost at once came into collision with a Japanese

Position of Russian Forces.



ELBOW FORT, ON THE YALU. [W. G. Edwards photo.

GENERAL KUROKI'S TROOPS MARCHING TO THE YALU UNDER A COVER OF ARTIFICIAL SCREENS OF BRUSHWOOD.

Before Wiju the road along which the troops had to pass was in full view of the enemy. To prevent the Russians from estimating their strength the Japanese erected screens of brushwood, thus artificially creating the cover that was not provided by Nature. Where the path ran down the face of the hills arches of fir-poles and millet-stalks, ranged in tiers, replaced the screens, and spanning the roads, formed an unbroken shield.

BATTLE OF YALU. JAPANESE SOLDIERS CARRYING WATER FROM THE RIVER TO THEIR COMRADES IN THE FIRING LINE.

outpost. Reinforcements rapidly reached the Japanese, and they poured in upon the Russians a deadly fire, which wounded the captain and several of his officers and men. To add to Captain Zemietsen's troubles, it was difficult to get the boats, which had grounded on a mud-bank, afloat again, and the Japanese, seeing their plight, began themselves to push off in boats to effect their capture. The Russians had lost eighteen men, and were in a most critical position, when one of the Russian batteries on the Manchurian bank of the river noticed their danger, and came to their aid by opening a long-range fire on the Japanese, who thereupon withdrew, as they did not wish to run serious risks or to disclose to the Russians their own artillery positions. The Russians sailed off in very battered plight, and made no more attempts to reconnoitre in this quarter.

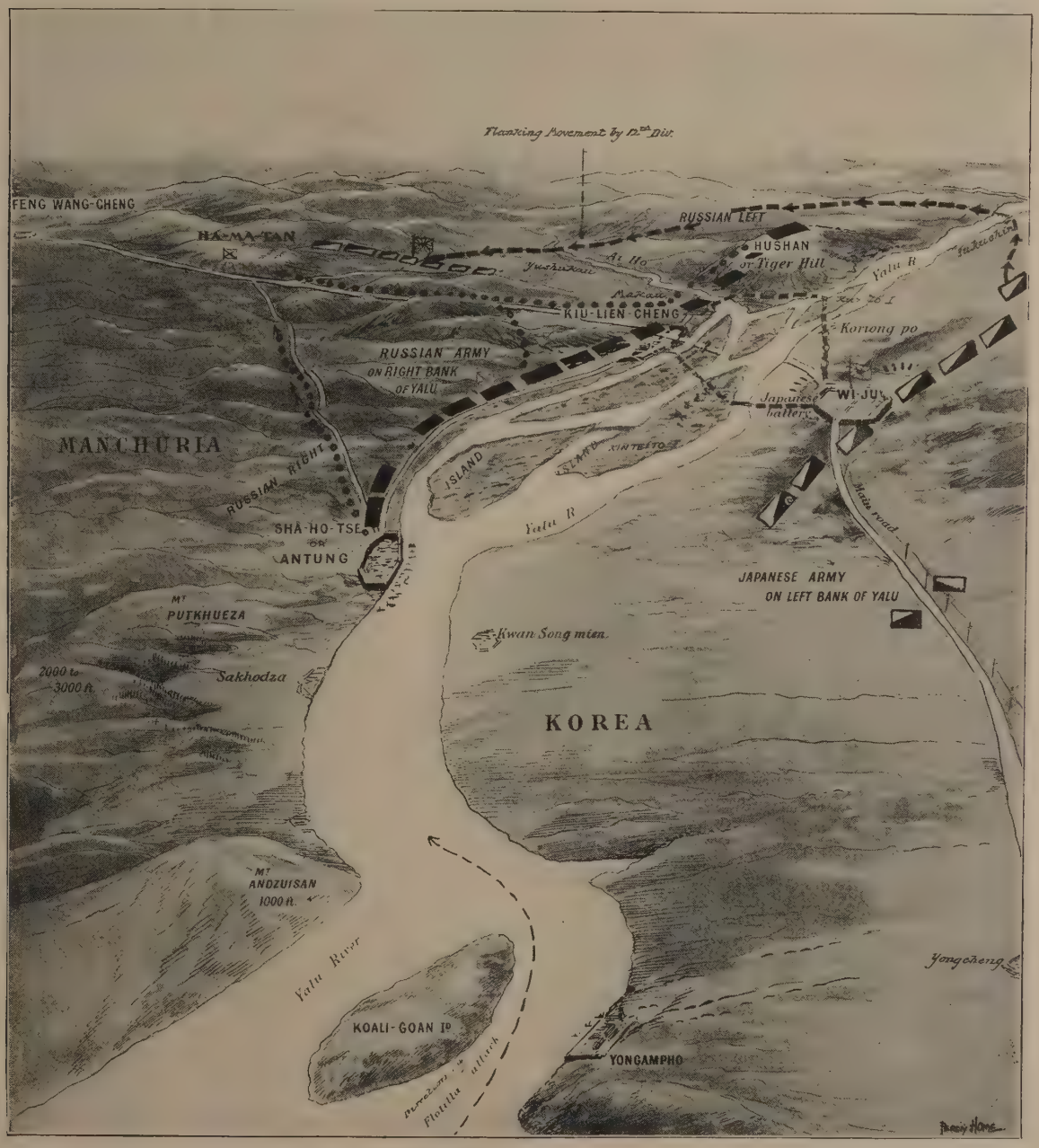
Movements of the Japanese.

At the same time the Japanese Fleet began to threaten various points on the Manchurian coast. Now it was reported to General Sassulitch that the lights of a large number of transports had been seen off Tatungkau, near the mouth of the Yalu; now, that parties of Japanese had landed and that warships were hovering off Takushan, which lies further to the west. In actual fact a great fleet of Japanese transports was ready in the Gulf of Korea, so as to be able to move the three divisions forming the Second Army, under General Oku—the 1st, 3rd, and 4th—wherever

JAPANESE BIVOUAC NEAR WIJU.

their presence might be required. The Russians were forced to send detachments along the Manchurian coast to guard against the possibility of a fresh landing, and this necessarily weakened General Sassulitch at the critical point. But he was told that he might expect strong reinforcements, if he could prevent the Japanese from crossing the river, and he remained serenely confident at Kuliencheng.

All these days Japanese troops were pouring into Wiju, where pontoons, bridging material, and heavy artillery were secretly collected. Guns, troops, and depots were cleverly hidden away in folds of the hills, so that an observer could obtain no idea of the Japanese force actually present. The Russians put it at about one division, whereas actually there were two. No drums beat; no bugles blew; no loud orders could be heard echoing in the hills; there was no fuss or display, but in this deep stillness the preparations for



THE TURNING MOVEMENT OF THE JAPANESE 12TH DIVISION WHICH DECIDED THE BATTLE OF THE YALU.

As the Russians were falling back on Kiu Lien Cheng they were attacked by the Japanese 12th Division, which had crossed the Yalu unobserved, and poured a terrific storm of lead into the left flank.

Kintei'o Island from which General Nishi crossed To Chinping using pontoons across the Six hundred yards intervening water. On this island Russian fire was concentrated to neglect of Count Inouyes flanking movement round Tiger Hill and across Aiho river.
Hill where Japanese shells fell short destroying their own men during advance
DIRECTION OF ANTUNG
WIJU
CHINPING ISLAND where Japanese had
Southern bank of Yalu River along which Jap Batteries extended commanding entire Russian position
YALU RIVER
FIRST LINE OF TRENCHES EXTENDING ALONG THE WHOLE RUSSIAN FRONT FROM FORT OF TIGER HILL TO MOUTH OF YALU RIVER
Several Russian Batteries Field Guns erected here which
AIHO RIVER
Lower Spur of Tiger Hill
Russian Trenches running
area of this picture on extreme
Aiho River

BIRDSEYE VIEW OF THE BATTLEFIELD OF KIULIENCHENG, WITH THE OPERATIONS INDICATED IN DETAIL.

bridging the stream were actively pushed forward. The total force under General Kuroki's command consisted of about 60,000, men, with 120 field and mountain guns, while in addition he had twenty-four 4·7-in. howitzers and a dozen 4·7-in. guns. As all movements of the Japanese train and artillery were made by night, the Russians were in complete ignorance of the strength and location of the batteries that would soon be opposed to them.

Operations Begin April 23.

On April 19 General Kuroki reported to Tokio that he was ready to begin operations so soon as the word was given, and on the 23rd the order was issued to the 4th Regiment of Guards to expel the Russians from the Island of Kiurito. That night, with remarkable courage, an officer and four men swam the southern channel of the Yalu. The night was cold and the water icy; two of the party died of exposure, but the other three carefully examined the Russian positions in the darkness, and returned with invaluable information, to the effect that the Russians were in considerable strength. The width of the channel was measured, and it was decided to use steel boats, a certain number of which were carried in the train of the division, to effect the first passage. Early in the morning of the 26th, before the day had dawned, eleven of these boats, containing 200 men, put off from the Korean bank for the island. The first three were discovered long before they gained the further bank, and were received by the Russians with a heavy fire,

F. McKenzie photo.

YONGAMPO, FORMERLY A GREAT RUSSIAN BASE IN NORTHERN KOREA.

When the Russians left, the Koreans gutted the houses, taking away everything possible. The place is now a Japanese transport and commissariat base.

JAPANESE TROOPS PREPARING FOR THE BATTLE OF THE YALU. OFFICERS RECEIVING ORDERS FROM HEADQUARTERS.

JAPANESE IMPERIAL GUARD CROSSING A FORD OF THE YALU.

which killed or wounded one-third of the men on board. The three boats, none the less, dashed for the shore, and the men in them reaching it, replied to the Russians, at the same time singing their war-song; the rest of the boats came up quickly, and with the help of the men on board them the Russians were driven back in some confusion towards Tiger Hill, where they were covered by a Maxim and the fire of a force of Cossacks on the Manchurian bank. The Russians had an insufficient number of boats to take their troops across, and for a moment it looked as though they were going to fall into a panic; but, rallying, they managed to escape without heavy loss. The Japanese, on their part, had 41 casualties. Though the Russians could be plainly seen with the naked eye on the slope of Tiger Hill in close formation as they fell back, the Japanese artillery did not open upon them, but remained silent, preferring to conceal its position till the final attack came. Yet about 100 Russian horses were killed by rifle fire, and several Russians were killed or wounded.

Later in the day the next step was taken. The Guards had now planted themselves firmly in Kiurito, and the turn of the 2nd Division had come. It was ordered to attack the Russian outposts in Kinteito Island, which it did, forcing them back with little difficulty, and securing its hold of the island. The construction of bridges across the narrow channel of the Yalu, parting the island from the shore of Korea, was instantly taken in hand. The Russians shelled the Japanese from the high ground over Kulien, but did not draw any reply; they threw a few projectiles into Wiju and set several of its houses on fire, without, however, doing any great damage; and they cannonaded a bridge which the Japanese were ostentatiously building near Wiju, with the express object of deceiving the enemy, very effectually dispersing the Koreans who were working upon it under Japanese direction. While the Russian guns were firing at this, the real bridges were quietly and comfortably built lower down. At nightfall the Japanese howitzers began to move across into the island, and were placed

Kinteito Island Seized.

in pits which had been dug for them, where they were quite invisible. To hide the flash and the dust produced by their discharge, screens of foliage were erected in front of them. Six batteries of field-guns were also moved over the southern channel and stationed in the island, in positions where they could fire either upon Kulien or Tiger Hill, and sweep every point in the Russian line of entrenchment. Thus two important positions in the Russian defences had been carried by the Japanese with but insignificant loss.

On the 27th the Japanese pushed further forward. Lieutenant Sakamoto of the Guards swam the Yalu to Tiger Hill, as no sign of any Russians could be discovered at that point, and, returning, brought the news that the enemy had evacuated it, whereupon a company was sent across the river in boats to seize it. All day the building of bridges went on, while the gunboats lower down the river did their best to draw the attention of the Russians away from Wiju. The courage of the Japanese pioneers engaged in the bridge work aroused general admiration; they paid no heed to the Russian shrapnel which from time to time was directed against them, and did their difficult work calmly and coolly. The bridges were built of material obtained on the spot from the forests near at hand; the pontoons were reserved so that they might be available when the further channel had to be crossed.

JAPANESE INFANTRY ATTACKING THE RUSSIANS ON TIGER HILL.

By the night of the 27th two bridges had been built by the 2nd Division, one from the Korean shore to the Island of Kinteito, and another from Kinteito to Ransito. The Guards had also built two bridges, one from the Korean shore to Kiurito Island, and another from Kiurito to Oseki Island, just under Tiger Hill. At Sukuchin the 12th Division was concentrating, and had its bridge material all ready for the moment when its last detachments should have completed their march from Chensong, far up the river.

Late in the night the Guards pushed forward a small detachment from the force which was already

WAR CORRESPONDENT'S TENT AT THE YALU RIVER.

holding Tiger Hill, to secure the important height known as Yulchawon, to the north of the hill.

The Key to Kulien.

By a curious coincidence the Russians had simultaneously made a movement against the same position. As the Japanese neared the eminence, advancing cautiously, they came into contact with the Russian party, which was of about the same strength as their force. A brisk skirmish ensued, as the result of which the Russians were forced back with a loss of at least five killed, and with no casualties to the Japanese, whose straight shooting made them almost invincible in this outpost fighting. It was a source of great surprise to the Japanese that they had been permitted thus easily to possess themselves of the key to the Kulien position; but the real truth appears to have been that the Russians disbelieved in the possibility of their pushing troops in any force through the tangled hills and ravines to the east of the Aiho, and so neglected their left.

But as the Japanese were congratulating themselves upon their cheap success, the Russians early on the morning of the 28th developed an attempt to retake the position. The Japanese on Tiger Hill and Yulchawon were only about 150 in strength, and against them moved a whole Russian battalion with half a battery. As it was now daylight the Japanese could not well be reinforced without bringing on a great battle, the preparations for which were not yet complete. Accordingly, they received orders to fall back to the Yalu. They retired, skirmishing with the Russians, suffering about as much loss as they inflicted, swam the stream, and reached the Island of Kiurito. Tiger Hill and Yulchawon once more fell into the hands of the Russians. But the effect of their easy success was to mislead them. General Sassulitch seems to have thought that from the smallness of the Japanese force engaged near Tiger Hill, and the failure of General Kuroki to give it support, the main crossing was to be made elsewhere, lower down the river, and that the movement against Tiger Hill was only a feint; and so he withdrew the detachment which had expelled the Japanese. On the night of the 28th, Tiger Hill and Yulchawon were once more abandoned by the Russians, and left at the mercy of any detachment bold enough to seize them.

Tiger Hill and Yulchawon Abandoned.

That same day, notwithstanding an incessant fire from the Russian artillery, which sent the Korean labourers scuttling in all directions, the Japanese pushed the

GENERAL SASSULITCH,
In command of the Russian troops at the Yalu.

JAPANESE INFANTRY WADING THE AIHO RIVER IN ORDER TO EFFECT A TURNING MOVEMENT AGAINST THE RUSSIAN POSITION AT KULIEN.

A TRANSPORT JUNK. [F. A. McKenzie photo.

The Japanese use not only the most modern but also the oldest means of transport to supply their army. This Chinese junk is employed to carry stores between Yongampo and the great ocean steamers lying at the mouth of the Yalu.

advance of their skirmishers in the southern part of the Island of Kingting, which lies close under Kuliencheng. They met with

A Turning Movement.

but a feeble resistance from the Russian outposts, who fell back hurriedly. As evening came on preparations were made to carry a bridge from Kinteito to Kingting, in readiness for the general attack which was to be carried out next day. All the afternoon of the 28th the Japanese naval flotilla had been hard at work on the Lower Yalu, and the incessant boom of its guns had echoed among the hills which overlook the river. All that day, too, the 12th Division had been making ready at Sukuchin for its crossing, which was to be effected on the 29th. It was to move one day in advance of the rest of the army, as the distance which it would have to cover in order to accomplish its turning movement would be far greater than that to be marched by the Guards and 2nd Division.

The first passage in force of the river was effected on the 29th by the 12th Division at Sukuchin. At dawn scouts swam the river, reconnoitred, made their report, and when it proved to be satisfactory, the advance of the division began to pass in boats.

Bridging at Sukuchin.

The weak Russian pickets in this direction were speedily driven in upon the main force, and at 2 p.m. the bridging began. There were many difficulties to be encountered—the supply of pontoons was insufficient, but this was made good by using timber obtained on the spot and prepared in readiness; then the pontoon anchors proved to be too weak, owing to the great vehemence of the swollen stream, and fresh anchors had to be procured. But by evening the bridge was complete and ready for traffic, and 20,000 men with fifty guns filed across it in the dusk, and advanced rapidly three miles from the river into the hills, where they bivouacked. This was a very critical operation. Had the Russians shown vigour they might have fallen upon the first detachments as these gained the further bank, and perhaps have inflicted upon them a momentary check. But General Kuroki had calculated the risks carefully. He knew that the mountains to the east of

[F. A. McKenzie photo.

THE MAIN STREET OF ANTUNG.

The huge ornamental posts are tradesmen's advertisements.

the Aiho would impede a Russian counterstroke, while he held the rest of his army ready instantly to strike at Wiju did he note any signs of an intention on the part of the Russians to take the offensive. The day passed, however, uneventfully, and General Sassulitch remained rooted at Kulien. By nightfall all danger had vanished, as the 12th Division, when assembled on the north bank of the Yalu, was strong enough to make a good fight, if attacked by the enemy.

While this movement was in progress four scouts of the Guards reconnoitred Tiger Hill and found it unoccupied, whereupon the Guards began to cross in considerable numbers and to move upon the hill. They easily obtained a footing there, notwithstanding the spasmodic fire of the Russian artillery, and as the day advanced completed the construction of the last bridges between Oseki and Kiurito Islands and the mainland. That morning, for the first time, the Japanese artillery replied to the Russian guns, but even now the fire of the big howitzers and 4·7's was withheld, and only field batteries were brought into action. Covered by a vigorous bombardment of Kulien, the 2nd Division advanced in Kingting Island, and presently the Russians fired the Manchurian Custom-house and the collection of miserable hovels which stood on the island. A dense cloud of smoke hid the landscape and covered the retirement.

Across the Yalu

RUSSIAN SCOUTS ON THE YALU. HALT FOR REFRESHMENTS.

There was still nothing more than skirmishing, as it was not General Kuroki's intention to bring on the great battle as yet; and only small bodies of troops were employed on either side. The Russians could be seen at work entrenching the position north of Kulien, fronting the Aiho, and, so far as the Japanese could make out, were attempting a change of front at the last moment. Night came down before the skirmishing had ended, and under cover of darkness a strong advance guard of the 2nd Division crossed to Kinteito Island. The utmost care was still shown in hiding the Japanese movements from the

Russians. That no sound might reach the enemy's ears, the bridges were heavily packed with straw, so that the foot of man and horse and the wheels of the artillery and caissons passed noiselessly over them. From Kinteito they moved forward across the main stream, now securely bridged, to Kingting, and here the same precautions were taken, though the roar of the stream in flood was sufficient to drown the heavy tramp of marching men.

The Kinteito Battery.

Higher up the river a similar scene had been enacted, where the bulk of the Guards and part of the 2nd Division were now passing steadily into the islands of Kiurito and Oseki, there to wait till the following evening before deploying in force on the crest of Tiger Hill. In all directions the troops were going forward, while the navy continued its invaluable aid by making demonstrations, flashing searchlights, and firing guns in the direction of Takushan and the reaches of the river below Antung, and kept the Russian right on the alert, thus preventing it from reinforcing the now-threatened centre and left. All the night, too, fresh Japanese howitzers

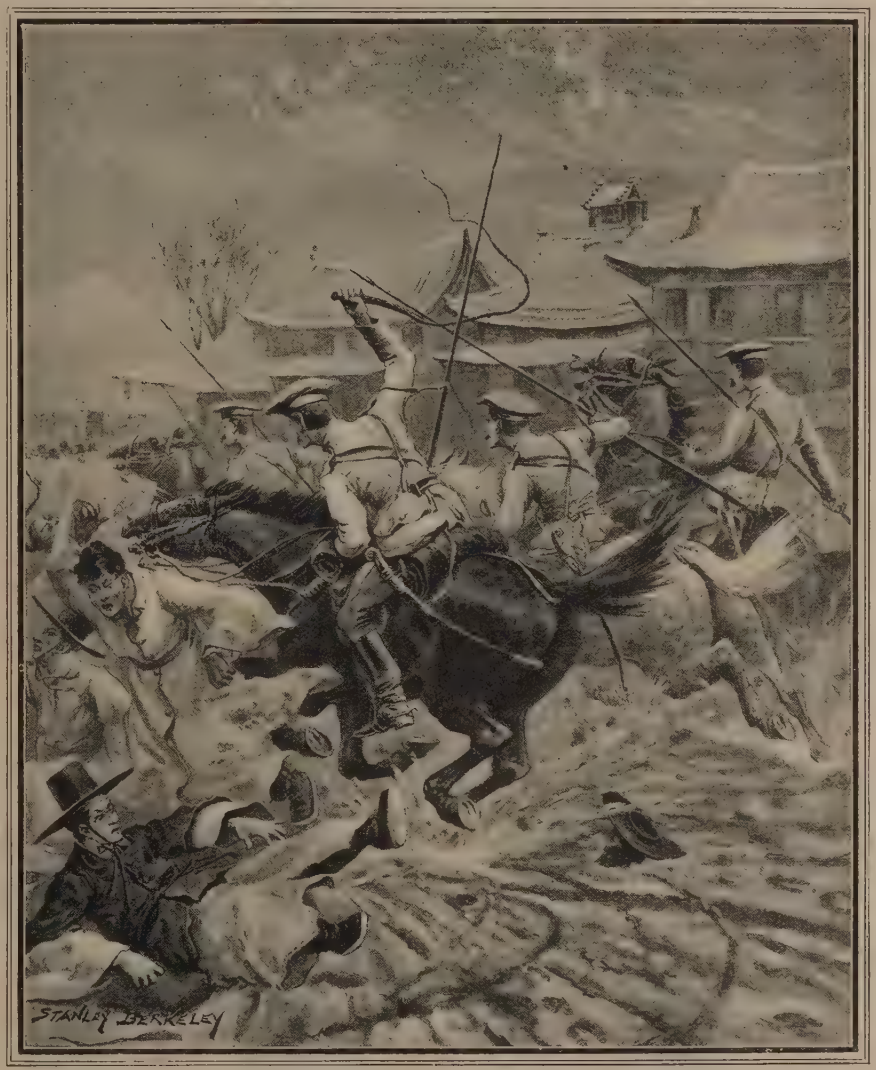
COSSACK OUTPOSTS.

were arriving and taking up their positions, and by daylight of the 30th the armament of the immense battery in Kinteito was completed.

The Position on April 30.

The morning of April 30 broke upon a magnificent spectacle. The day was brilliantly fine; the snow-capped Manchurian mountains, as the sun rose, changed from pink to pure white and deep blue, with the brown rocky slopes immediately above Kulien and the Yalu broken by the flush of rhododendrons. The valley of the Yalu glowed green and gold under the sunlight; at intervals amidst the maze of reeds and bushes that veiled its bed the river showed, of the deepest sapphire set in the dazzling yellow of the sands. On the south side the plain through which the river flowed was seemingly bare of men; batteries and battalions were cunningly hidden in the many folds of the ground or in the violet-sprinkled grass and patches of bush. Yet here and there could be seen the dark uniforms of the Japanese as a stray patrol showed. To British observers fresh from the Boer War the Russian position presented much the same appearance as that held by the Boers at Colenso; the difficulty of assailing it was the same, enhanced in either case by the clearness of atmosphere. In either case a deep river ran under a lofty chain of precipitous moun-

tains; and in either case the left flank appeared absolutely secure. The parallel must have inspired some uneasiness in the minds of friends of Japan, yet the real difference in the situation was very great. The British in Natal had taken the field with indifferent artillery, inferior to that of the Boers, whereas the Japanese artillery was modern and overpowering; the marching of the British troops was such as to place them at a grave disadvantage face to face with a mounted enemy, whereas here the Japanese could move more rapidly than the Russian footmen; the generalship at Colenso had been faulty, and the British commander was unprepared to face a long casualty list, while here the Japanese commander-in-chief would shrink from no sacrifices, knowing that Japan, with her system of compulsory service, had no lack whatever of men, and could speedily fill the gaps caused by battle in her fighting line. At Colenso the British had not reconnoitred the Boer position; here gallant and enterprising scouts had swum the river, closely examined the Russian position, and ascertained the enemy's force and the emplacement of his batteries, so that no surprise was possible for the Japanese. The implements of the Japanese Army were of the best; its pontoons were so easily handled, so facile of transport, that they put the antiquated contrivances of the British War Office to shame. Its artillery was numerous, of the very highest quality, and amply supplied with ammunition. The stealth and caution with which this army had made its approach were in striking contrast with the carelessness displayed by the British Army, which went forward in broad daylight, in the open, disdaining concealment. In one respect there was no difference. The British were as brave as the Japanese; but in modern war bravery must be mated to science to reap success. And it might truly be said that the Russians by their sublime confidence resembled the British rather than the Boers, while in numbers they were enormously inferior to the Japanese, who, without any great difficulty, could bring to bear five men to their one. Yet, just as the recoil of the Russians from Ping Yang was one of the solemn moments of the campaign, so was this, when for the first time on land a Japanese army measured itself in force against a European foe, another. On the Japanese side there was no uneasiness; the troops were exalted to the last degree. and were in very truth resolved to fight to the death rather than surrender. Their generals had



RUSSIAN RECONNOITRING PARTY RETURNING WITH NEWS FROM THE YALU.

for years been preparing for this moment, and now that it had come it found them calm and cool. They had not to unlearn the habits acquired in peace, but to put into practice on the battlefield what they had often rehearsed in manœuvres. They directed a fighting machine almost perfect in its working, adequate, well equipped, composed of men educated, trained for war, and imbued with an ardent patriotism which would respond to any conceivable demands. European observers with the army noted that the work of the day was taken as quite an ordinary performance. "There were no signs of exultation among officers and men. There was a coolness and an absence of emotion that

A Solemn Moment.

THIS KOREAN FISHERMAN, HAVING A GOOD CATCH, SMILES WHILE JAPAN FIGHTS FOR ITS FREEDOM.

seemed uncanny. There is something of the relentlessness of Fate about this army that carries out its work with such deliberation, and knows not fear nor passion." The Russians had leapt upon what they supposed to be a timid lamb, to discover beneath the sheep's fleece the keen claws and strong teeth of the tiger.

"To force the passage of a great river in the presence of a hostile army," said the greatest master of war, Napoleon, "is the most difficult operation that can be conceived." The Japanese were about to accomplish it in the face of an army hitherto reputed the most formidable in the world, and to accomplish it by a series of movements that will long stand in military history as examples of the most perfect generalship and science.